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TWENTY-SIXTH ANNUAL REPORT

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OF THE

PRESIDENT AND DIRECTORS

OF THE

Virginia Central Railroad Company

TO THE

STOCKHOLDERS,

AT THEIR

ANNUAL MEETING,

NOVEMBER, 1861.

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RICHMOND:

K. K. ELLYSON, PRINTER, 130 MAIN STREET.

1861.



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УРАЯВЛ. СНОЧНАТ?

TWENTY-SIXTH ANNUAL MEETING  
OF THE  
STOCKHOLDERS  
OF THE  
VIRGINIA CENTRAL RAILROAD COMPANY.

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RICHMOND, November 28, 1861.

The Stockholders of the Virginia Central Railroad Company met this day pursuant to public notice at the Odd Fellows' Hall, in the City of Richmond.

On motion of John Wood, Jr., David J. Saunders, Esq., of Richmond, was appointed Chairman, and J. Garrett and C. J. Netherland were appointed Secretaries of the meeting. The Chairman then, on motion of Mr. B. H. Magruder, appointed a committee of three to receive and examine proxies, and to ascertain whether or not a quorum was present.

The committee, consisting of Messrs. B. H. Magruder, Benj. Wood, and L. W. Glazebrook, after a short retirement, reported through Mr. Magruder that a quorum was present.

On motion of Mr. L. W. Glazebrook, the annual report of the President and Directors to the Stockholders was then read by the President to the meeting.

On motion of Mr. Glazebrook, the report was received and adopted.

Mr. John Hunter offered the following resolution, viz :

*Resolved*, That the President open a correspondence with the Presidents of Railroad Companies in the Confederate States, with a view, through the co-operation of Railroad Companies, to the erection, at some suitable point, of machinery for the manufacture of railroad iron, which was unanimously adopted.

On motion of Mr. James Lyons, the meeting then proceeded to elect a President for the ensuing year, and Col. E. Fontaine was nominated by Mr. Lyons for re-election, and was unanimously re-elected.

Mr. L. W. Glazebrook then moved that the meeting proceed to elect two Directors on the part of the Stockholders other than the State, and nominated Dr. Jno. B. Woods, and N. B. Hill, Esq., for re-election, and they were re-elected unanimously.

The following resolution was offered by Mr. B. H. Magruder, viz :

*Resolved*, That the Chairman be authorized to appoint the regular Standing Committees after the adjournment of the meeting, and that he be one of the committees to examine the Treasurer's books and accounts. The resolution was adopted, and then, on motion, the meeting adjourned *sine die*.

## COMMITTEES.

### *Committee on Report of the President and Directors :*

Mr. John Hunter, of Louisa.  
Col. Williams C. Wickham, of Hanover.  
Mr. Thos. B. Price, of Richmond.  
Gen. C. G. Coleman, of Louisa.  
Mr. Eugene Davis, of Albemarle.  
Mr. Jas. B. Newman, of Orange.  
Mr. Jefferson Kinney, of Augusta.

### *Committee to examine the Treasurer's Books and Accounts :*

Mr. B. H. Magruder, of Albemarle.  
Col. Bolivar Christian, of Augusta.  
Mr. Jno. Wood, Jr., of Albemarle.  
Mr. Jno. Page, of Hanover.  
Mr. Ro. M. Kent, of Louisa.  
Mr. David Anderson, Jr., of Louisa.  
Mr. David J. Saunders, of Richmond, by resolution.

### *Committee to examine the Road :*

Dr. B. H. Nelson, of Hanover.  
Mr. Jno. Hunter, of Louisa.  
Mr. Benj. Wood, of Albemarle.  
Mr. Wm. M. Tate, of Augusta.  
Mr. Philip Nelson, of Hanover.  
Dr. M. L. Anderson, of Albemarle.

DAVID J. SAUNDERS, *Chairman.*

J. GARRETT,  
C. J. F. NETHERLAND, } *Secretaries.*



## ERRATA.

On page 12, instead of \$125,000 00, read \$1,425,000 00.

On page 18, instead of \$24,410 52, read \$22,410 52.

On page 40, Statement B, miles traveled going East, 140.981 should be 140.081, and Total miles, 501.981, should be 509.981.



**REPORTS**  
**AND**  
**ACCOMPANYING DOCUMENTS.**  
**1861.**

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**VIRGINIA CENTRAL RAILROAD COMPANY.**

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1900

# REPORT.

## TO THE STOCKHOLDERS OF THE VIRGINIA CENTRAL RAILROAD COMPANY.

GENTLEMEN :

The accompanying reports of the Treasurer, Chief Engineer and General Superintendent of transportation, exhibit the details of the year's operations of the Company, the general result of which is as follows :

### *Revenue and Expenses.*

The gross receipts for the fiscal year ending 30th September, as will be seen by reference to the Treasurer's statement, are - \$656,406 93  
Expenses of administration, - - - - 278,537 09

Leaving a balance of nett revenue, - - - - \$377,869 84

The above sum has been applied to the payment of interest, dividends, investment in sinking fund, reduction of former debt, and the prosecution of the work from Jackson's River depot to Covington, tolls for the use of the Blue Ridge railroad, &c., &c., as will appear by reference to the Treasurer's statement, and leaving a large surplus.

The cost of the road, including the grading of the last ten miles from Jackson's River depot to Covington, and the purchase of iron, together with the equipment up to the 30th of September, as per Treasurer's statement, will be found to be - \$5,840,156 52

Engineer's estimate to complete the grading, lay the track, and construct a depot at Covington, - 38,208 00

\$5,878,364 52

The whole distance from Richmond to Covington, the Eastern terminus of the Covington and Ohio railroad, is 205 miles, of which 17 miles is comprised in the Blue Ridge railroad, constructed and owned by the State, from Mechum's River to Waynesboro'.

Deducting the Blue Ridge railroad, the length of the road owned by this Company is 188 miles.

The average cost of the road per mile, supposing the engineer's estimate for laying the track, &c., &c., to be correct, will be - \$31,267 90

The gross receipts of the Company for the year are \$3,687 68 per mile, and the nett receipts are \$2,122 86 per mile.

The expenses of administration consume 42.43 per cent. of gross receipts.

### *Dividends.*

At the usual period of making the Spring semi-annual dividend, the country was just on the eve of the aggressive war which is now waged against us by the Northern portion of the old Union.

The anticipation of the troubles, which commenced about that time, had already caused an interruption of the usual business enterprises of the country, which affected the revenue of the Company before the proclamation of President Lincoln. With the great uncertainty as to future receipts, the Board thought it most prudent to omit the Spring dividend, but the punctual payment of interest, when it fell due, and the regular investment in the Sinking Fund, was attended to as usual.

The Board thought it most prudent, in the present condition of the country, not to declare a dividend of more than 3 per cent. this Fall, although a large surplus was left on hand. By limiting the dividend, which the stockholders are aware was payable on the 15th instant to 3 per cent., it is probable that the regular payment of dividends, semi-annually hereafter, will not be interrupted.

Although the gross revenue of the Company for this year is \$22,323 62 more than last year, and the largest ever received, there will not be as much profit as in former years, it being the result of a large increase of transportation for the Government, at rates which, to a considerable extent, were not remunerative, whilst the great damage to the rolling stock and the superstructure of the road are yet to be ascertained. The injuries to the cars, in the transportation of troops, are not fully repaired, and the same may be said of some of the breaches in the road, caused by the extraordinary heavy rains which have so often occurred during the year; but still the Board thinks that unless some unforeseen event occurs, the surplus retained, and future receipts, will enable them to continue regular semi-annual dividends.

The result of the year's operations may be regarded as favorable, considering the low rates at which the immense number of troops, and the heavy amount of provisions and munitions of war have been transported for the Government.

The following extracts from the proceedings of a Convention of the officers of several railroads of this State will explain the action of your Board in the premises.

### *"Railroad Convention."*

"By invitation of the President of the Virginia Central Railroad, the following officers, representing the different railroads in the State of Virginia, met in Convention at the Capitol, in the City of Richmond, on Friday, the 19th day of July, 1861, to reconsider the decisions of the previous Convention of the Virginia railroads, held on the 25th day of June, 1861; said previous Convention having been called together to fix the rates of charge for transportation of troops, munitions of war, and provisions for the 'Confederate

States,' and having decided upon certain rates, which were published in the printed proceedings of the Convention."

"Present—Virginia and Tennessee R. R., R. L. Owen, President.  
 Virginia Central R. R., E. Fontaine, do.  
 Petersburg R. R., W. T. Joynes, do.  
 C. O. Sanford, Supt.  
 R., F. and Potomac R. R., P. V. Daniel, Jr., Pres.  
 Saml. Ruth, Supt.  
 Richm'd and Petersb'g R. R., Chas. Ellis, President.  
 South-Side R. R., H. D. Bird, Supt.  
 Richm'd and Danville R. R., Lewis E. Harvie, Pres.  
 Chas. G. Talcott, Supt.

"On motion, Wm. T. Joynes, President of the Petersburg Railroad, was unanimously elected Chairman, and Chas. G. Talcott, Superintendent of Richmond and Danville Railroad, appointed Secretary."

"Col. E. Fontaine laid before the Convention the following extract from the minutes of a recent meeting of the Board of Directors of the Virginia Central Railroad."

"At a meeting of the Board of Directors of the Virginia Central Railroad

"Present—

E. Fontaine, President.

N. B. Hill,	} Directors."
Wm. Overton,	
Saml. Carpenter,	
Dr. J. B. Woods,	
Jacob Baylor,	

"The following resolution was adopted :

"WHEREAS, the Railroad Convention, which met in the City of Richmond on the 25th June, omitted to consider the question of receiving 'Confederate bonds' for transporting the mail, and it appearing that some of the charges adopted are higher in the opinion of this Board than they should be under the present circumstances of the country,"

"Resolved, therefore, That the President of the Company be requested to invite another meeting to reconsider the whole subject, in the City of Richmond, on the 29th day of July instant." \*

Extract from the resolutions adopted :

"Resolved, That the several railroad companies represented in Convention will transport troops and munitions upon the plan indicated by the Quartermaster General, at the following rates, viz: men two cents per mile, munitions, provisions and materiel at half the regular local rates, in force on the 1st of May, 1861, and that these rates, now adopted, will take effect from the 1st day of July, 1861."

"Resolved, That in view of the present condition of the country, and of the probability that the money at the command of the Government may be required for other

"\* Note.—At the suggestion of several of the Presidents of the railroad companies, the time of meeting was changed from the 29th to the 19th of July."

purposes, and particularly to provision and keep in the field the troops called for the defence of the Confederate States, the companies represented in this Convention will receive in payment for the transportation of troops, munitions and provisions, over the several roads at par, the bonds or treasury notes of the Confederate States, whenever it is deemed necessary in the opinion of the Secretary of the Treasury to make payments in that manner."

"*Resolved*, That this Convention pledges each Company represented, that they will give the precedence to troops and munitions of war over all other transportation in the right to their track, and that whenever necessary they will stop the transportation of ordinary freight, and of the mail and passengers."

"*Resolved*, That the companies here represented, agree to receive the bonds of the Confederate States in payment for mail service, to the extent that a deficiency in the revenues of the Post Office Department may require."

It is proper to state, that the reduction of charges contemplated by the foregoing resolutions, involved quite as large a pecuniary sacrifice as was reasonable to expect from the stockholders of this Company in their corporate capacity, who, as citizens of the Confederate States, are subjected to the common burthens imposed on all, and which they will bear as cheerfully as any other class amongst us, but articles not contemplated have been carried at those rates, and there has been a loss sustained in another way, which was not anticipated. The urgent demand for transportation for the army has made it necessary, to a very considerable extent, to return the freight cars empty when there were large quantities of freight on the line of the road wanting transportation, which would have paid the Company full rates. The practical result in all cases where the return of the cars was so hurried, that they were compelled to come unloaded; was the receipt of only about one-fourth of regular rates. This is a hardship from which the Company ought to obtain some relief, or receive some compensation, especially when it is remembered that the regular rates of which the Government only pays one-half were very low.

The reduction of rates which the Board contemplated, and was instrumental in having adopted by other companies, doubtless caused a loss to their treasury, but they felt assured that the patriotism of the stockholders would justify them in their efforts to sustain the Government in the present struggle for independence.

#### *Whole Debt of the Company.*

Bonds secured by mortgage, viz:

Due in 1872,	-	-	-	-	-	\$194,000 00
" " 1880,	-	-	-	-	-	100,000 00
" " 1884,	-	-	-	-	-	921,000 00

Debt to the Commonwealth, on account of loan authorized by the Legislature,	-	-	-	-	-	210,000 00
---	---	---	---	---	---	------------

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\$ 125,000 00

Deduct investments in Sinking Fund, not including bonds of the Company purchased and cancelled,	-	-	-	-	-	21,050 00
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Total amount of mortgage debt, - \$1,403,950 00



Dividend bonds due in 1865, 1866 and 1875,	-	224,332 00
Floating debt,	-	180,367 11
		<hr/> 1,808,699 11
Deduct debts due to the Company,	279,116 20	
Cash on hand 30th September, 1861,	24,410 52	
	<hr/>	301,526 72
		<hr/> \$1,507,172 39
Total liabilities last year, after deducting debts due the Company, and cash on hand, was		\$1,531,521 48

*General Summary for 1861.*

Total gross receipts,	-	656,406 93
Deduct expenses of general administration,	278,537 09	
Tolls to the Commonwealth, as required by law,	- 21,751 21	
Interest,	- 101,549 93	
Investments in Sinking Fund,	- 30,050 00	
	<hr/>	431,888 23
Surplus on 30th September, after paying regular annual charges on the Company,	-	\$224,518 70

*The last Section between Jackson's River Depot and Covington.*

The Board is glad to inform the stockholders that there is but little to do towards the completion of this last section of the road. In the month of February, during the pending of the tariff bill before the United States Congress, known as the "Morrill Tariff," by which the duty on railroad iron was to be very much increased, the President was fortunate in buying a very superior American rail at a very low price: the rise in the price of iron resulting from the passage of that bill, and the subsequent blockade of our ports, was thus anticipated. The last of the rails necessary for the completion of the road to Covington was received before the blockade was determined on. The grading is completed, and the ties are ready. The principal difficulty now in the way is to get the trains of the Company released from the necessary demands of the Government transportation, so as to be able to carry up the iron.

*Covington and Ohio Railroad.*

In the last report, the Board informed the stockholders that the Legislature, at the session of 1859-'60, appropriated the sum of \$2,500,000 to this work, being more than the aggregate of the three first appropriations, and making in all the sum of \$4,800,000. This last appropriation was more than sufficient to have completed the road to the White Sulphur Springs, and was thought to insure its final construction to the Kentucky line on the Ohio river at the

mouth of Big Sandy, but the occurrence of the war in which we are now engaged prevented the Board of Public Works from realizing sales of State bonds on such conditions as were prescribed, and caused its suspension: it is hoped that the suspension will be only temporary; indeed, it is much to be regretted that there should have been a moment's delay in the prosecution of that work. Not only the interest of this State, but of the whole Confederate States, calls loudly for its completion. It is hoped, therefore, that Congress will act on the subject at its present session if it has power to do so. It is not hazarding much to say that if this road had been completed, the enemy would never have gotten possession of the Kanawha Valley, and that Kentucky would now be identified with Virginia in the struggle for Southern independence.

The grading, as far as the White Sulphur Springs, is so nearly completed, that by the use of temporary tracks at a few points the road would soon be ready for the rails.

The Board have only to add, that the conduct of the subordinate officers, with a few exceptions, has been satisfactory.

By order of the Board.

E. FONTAINE, *President.*

*Office Virginia Central Railroad Company, Nov. 22d, 1861.*

## REPORT OF ROAD COMMITTEE.

---

The undersigned, members of the committee appointed to examine into the condition of the Virginia Central Railroad, beg leave to report, that they passed up to the western terminus of that part of said road now in use on Monday last, and on the three following days passed down the road to Richmond, traveling slowly, and stopping at depots, bridges and culverts, to examine into their condition, they found the road west of Staunton in excellent order. The road east of Staunton, in their opinion, is in as good order as could reasonably be expected, considering the very wet summer and fall so far, and the excessive use that part of the road has been subjected to for the last four or five months. It is they think as level as usual, sufficiently so for the cars to pass very pleasantly over it, and they think safely. Side ditching is required on most of the road, the heavy falls of rain having very much filled up the side ditches: that is being done, and they doubt not will be completed before the winter sets in. The old wood culverts as they give way are replaced with stone culverts, which they very much approve, and strongly urged the Superintendent of the road to persevere in doing so, until all the culverts are made of stone. Some very severe brakes were made in the road near the Junction, and a few miles east thereof recently, by a most extraordinary fall of rain. Substantial stone culverts are being built, which they think will prevent such injuries in future. The bridges seemed to your committee to be safe, and generally in a good state of preservation. Many of the depots on the road are very indifferent buildings, but will continue to answer the purpose for which they were intended for some time to come; as it becomes necessary to replace them, they would advise its being done with hard brick. They also examined the Company's work shops in Richmond; so far as they are capable of judging, everything there seems to them to be conducted very well; but they feel very incompetent to discharge this part of their duty, if it is their duty to examine the shops, of which they have some doubt.

They were accompanied by Mr. Richardson, the Superintendent of the road, and furnished with all the needful facilities in making the examination.

All which is respectfully submitted this 27th day of September, 1861.

ROBT. H. NELSON,  
JOHN HUNTER,  
BENJ. WOOD,  
PHILIP NELSON.

# TREASURER'S REPORT.

## TABLE A.

### STOCK AND DEBTS.

Amount of capital stock authorized by charter, . . . . .	\$3,400,000 00
Amount paid in by the State by last report, . . . . .	1,891,670 68
Amount now paid in by the State, . . . . .	1,960,382 57
Amount paid in by others than the State by last report, . . . . .	1,271,183 65
Amount now paid in by others than the State, . . . . .	1,332,062 16
Total amount of capital stock now actually paid in, . . . . .	3,292,444 73
Further payments on the part of the State, contingently authorized by the Legislature, which, (with the \$1,960,382 57 already paid as above,) will amount to three-fifths of the total capital stock authorized by charter, . . . . .	79,617 43
Leaving the sum to be paid by others than the State, in order to make up the full amount of capital stock authorized, . . . . .	<u>27,937 84</u>

#### Funded debt secured by mortgage, viz:

Bonds guaranteed by the State, and payable in 1880, . . . . .	\$100,000 00
Coupon bonds issued by authority of the stockholders, at their annual meeting in 1861, for the purpose of laying the track with T rails—payable in 1872, . . . . .	208,500 00
Coupon bonds issued by authority of the stockholders, at their special meeting in 1864, for the purpose of construction and equipment of the road—payable in 1884, . . . . .	983,000 00
Loan from the State of Virginia, being a part of the loan authorized by the Legislature—session of 1869-'70, . . . . .	210,000 00
	<u>\$1,499,500 00</u>

#### From which deduct the following investments on account of the sinking fund viz:

Coupon bonds of the company, issued by authority of the stockholders at their annual meeting in 1861—purchased and canceled, . . . . .	\$12,500 00
Coupon bonds of the company, issued by authority of the stockholders at their special meeting in 1864—purchased and canceled, . . . . .	62,000 00
Bonds of the State of Virginia applied to the sinking fund, . . . . .	20,000 00
Sinking fund for the redemption of the loan from the State, . . . . .	<u>1,000 00</u>
	95,500 00
Leaving a balance of funded debt of, . . . . .	<u>\$1,403,950 00</u>

#### Dividend bonds:

Bonds issued for dividends in 1861—payable in 1866, . . . . .	\$69,836 00
Bonds issued for dividends in 1853—payable in 1875, . . . . .	89,100 00
Bonds issued for dividends in 1855—payable in 1865, . . . . .	65,946 00
	<u>\$224,882 00</u>

#### Other bonds and debts, comprising what may be denominated the floating debt of the company, being debts now due, or falling due in a short time, viz:

Bonds issued for temporary loan not secured by mortgage, and now due, . . . . .	\$59,784 23
Bonds issued for loans and payable in 1 and 2 years in sums of \$10,000, . . . . .	<u>20,000 00</u>
	79,784 23
Bonds issued to contractors for work done between Richmond and the Junction, and now due, . . . . .	800 00
Bonds issued to contractors for work done west of the Blue Ridge, and now due, . . . . .	100 00
Bonds issued for work done near Covington, and due in one and two years, . . . . .	14,040 00
Due to the Board of Public Works, interest on dividend bonds, . . . . .	23,333 26
Due to the stockholders—cash dividends not applied for, . . . . .	8,458 50
Bills payable, . . . . .	<u>30,000 00</u>
Due to individuals for materials, &c., and to railroad companies for through tickets on open accounts, . . . . .	28,851 12
	<u>\$180,367 11</u>

*A Comparative Statement of the Debt of the Company, both Funded and Floating, for the years ending 30th September, 1860 and 1861, viz :*

Sept. 30, 1860—Funded debt per last report, exclusive of loan from the State,		\$1,224,000 00
Add this sum, received on account of loan from the State,		30,000 00
Bonds issued for dividends, per last report, . . . . .		226,592 00
Floating debt, per last report, after deducting debts due to the company, and cash on hand 30th September, 1860, . . . . .		50,929 48
Total per last report, . . . . .		<u>\$1,531,521 00</u>
Sept. 30, 1861—Funded debt, per this report, viz :		
Coupon bonds of the company payable in 1872, . . . . .	\$206,500 00	
Of which there has been purchased on account of the sinking fund, and canceled, . . . . .	12,500 00	
		\$194,000 00
Coupon bonds of the company, payable in 1884, . . . . .	983,000 00	
Of which there has been purchased on account of the sinking fund, and canceled, . . . . .	62,000 00	
		921,000 00
Bonds guaranteed by the State of Virginia, . . . . .		100,000 00
Loan from the State of Virginia, . . . . .	210,000 00	
Deduct amount of the sinking fund for the redemption of this loan, . . . . .	1,050 00	
		208,950 00
		<u>1,423,950 00</u>
Deduct Bonds of the State of Va., applied to the sinking fund, . . . . .		20,000 00
		<u>1,403,950 00</u>
Bonds issued for dividends, per this report, . . . . .		224,382 00
Floating debt, per this report, . . . . .		180,367 11
		<u>1,808,699 11</u>
Deduct debts due to the company other than for unsettled balances of subscription to capital stock.		
Bonds of the State of Virginia not applied to sinking fund, . . . . .	21,000 00	
Bills receivable, . . . . .	13,102 20	
Due from the Confederate States of America, and from agents of the company for fare and freights, from stage and railroad companies for through tickets, and for mail service, . . . . .	245,014 00	
	<u>279,116 20</u>	
Cash on hand 30th September, 1861, . . . . .	22,410 52	
		<u>301,526 72</u>
		<u>\$1,507,172 39</u>

E. E.

J. GARRETT, *Treasurer.*

**TABLE**  
*Return of the State of the Virginia Central*  
**CAPITAL**

Of which there has been paid by the Board of Public Works, on account of the State's subscription, . . . . .	\$1,960,382 57	
Paid by subscribers, other than the State, . . . . .	1,332,062 16	3,292,444 73
Balance of authorized capital unpaid, . . . . .		107,555 27

**R E C E I P T S .**

From the Board of Public Works on account of the subscription of the State to the capital stock of the Company, . . . . .	\$1,960,382 57	
From subscribers, other than the State, . . . . .	1,332,061 16	3,292,443 73
<b>Funded debt secured by mortgage, viz:</b>		
Bonds guaranteed by the State, and payable in 1880, . . . . .	100,000 00	
Coupon bonds issued by authority of the stockholders at their annual meeting in 1861—payable in 1872, . . . . .	206,500 00	
Coupon bonds issued by authority of the stockholders at their special meeting in 1864—payable in 1884, . . . . .	983,000 00	
Loan from the State of Virginia, being a part of the loan authorized by the legislative session 1859 and '60, . . . . .	210,000 00	1,499,500 00
Bonds issued for dividends in 1851—payable in 1866, . . . . .	69,336 00	
Bonds issued for dividends in 1853—payable in 1875, . . . . .	89,100 00	
Bonds issued for dividends in 1855—payable in 1865, . . . . .	65,946 00	224,382 00
Bonds issued for temporary loans, not secured by mortgage, and now due, . . . . .	\$59,784 23	
Bonds issued for loans, and payable in one and two years in sums of \$10,000, . . . . .	20,000 00	
	79,784 23	
Bonds issued to contractors for work done between Richmond and the Junction, and now due, . . . . .	800 00	
Bonds issued to contractors for work done west of the Blue Ridge, and now due, . . . . .	100 00	
Bonds issued for work done near Covington, and due in one and two years, . . . . .	14,040 00	
		94,724 23
Due to Board of Public Works, interest on dividend bonds, . . . . .		23,333 26
Due to the stockholders, cash dividends not applied for, . . . . .		3,458 50
Receipts for transportation from commencement, viz:		
From commencement to 1st October, 1860, . . . . .	4,593,893 18	
Receipts for transportation for the year ending 30th September, 1861, . . . . .	655,355 91	
Dividends on 46 shares stock in Telegraph Company, . . . . .	362 25	
Miscellaneous receipts for the year ending 30th September, 1861, . . . . .	150 00	5,249,761 34
<b>Rent of real estate, viz:</b>		
To 1st October, 1860, per last report, . . . . .	6,080 45	
From 30th September, 1860, to 1st October, 1861, . . . . .	538 77	6,619 22
Bills payable, . . . . .	30,000 00	
Debts due by the Company for materials purchased for repairs, and for work done, &c., charged in the disbursements, but not yet paid for. Open accounts, . . . . .	28,851 12	68,851 12

\$10,453,073 40

B.

*Railroad Company, 30th September, 1861.*

STOCK.

Capital Stock authorized, . . . . . \$3,400,000 00

\$3,400,000 00

DISBURSEMENTS.

For construction of road and buildings between Richmond and Staunton, . . . . .	2,533,278 10	
For construction of road and buildings between Staunton and Covington, . . . . .	2,963,264 60	
	<u>\$5,296,542 70</u>	
For equipment, cost of locomotives, passenger and freight cars, machinery, &c., . . . . .	543,613 82	
TOTAL COST OF ROAD, BUILDINGS AND EQUIPMENT, . . . . .		5,840,156 52
For real estate in Richmond, and on the line of the road, not included in cost of road and buildings, embracing houses and lots principally in Richmond, . . . . .		25,196 96
For Blue Ridge railroad and tunnel. Tolls paid to the State for the Blue Ridge railroad and tunnel from the time the cars commenced running to Greenwood depot, to 1st October, 1861, . . . . .		45,101 70
For use of Blue Ridge railroad and tunnel under contract with the Board of Public Works for the completion of said road and tunnel by the Virginia Central Railroad Company, . . . . .		58,339 35
For work done upon the Blue Ridge railroad and tunnel under said contract, . . . . .	76,226 19	
Deduct for use of said road and tunnel under the contract above mentioned, . . . . .	<u>53,339 35</u>	
		22,886 84
For survey of short line between Richmond and Charlottesville, . . . . .		1,921 98
For one negro man, . . . . .		1,200 00
For 180 shares of stock purchased of Elisha Melton, at \$50 per share, . . . . .		9,000 00
For 46 shares of stock in the Richmond, Charlottesville and Staunton Telegraph Company, . . . . .		4,600 00
For interest, . . . . .	760,410 03	
Deduct discount on dividend bonds purchased within the year ending 30th September, 1861, . . . . .	324 90	
Deduct discount on coupon bonds purchased within the year ending 30th September, 1861, . . . . .	1,600 00	
	<u>1,924 90</u>	
		758,485 13
Dividends declared since commencement, . . . . .		661,921 81
For sinking, viz:		
Of coupon bonds of the Company, issued by authority of the stockholders at their annual meeting in 1851, there has been purchased this sum, . . . . .	12,500 00	
Of coupon bonds of the Company, issued by authority of the stockholders at their special meeting in 1854, there has been purchased this sum, . . . . .	62,000 00	
Bonds of the State of Virginia, belonging to the Company, applied to the sinking fund, . . . . .	<u>20,000 00</u>	
		94,500 00
For sinking fund for the redemption of the loan made by the State to the Company, . . . . .		1,050 00
For transportation expenses from commencement, viz:		
From commencement to the 1st October, 1860, . . . . .	2,353,649 31	
From 30th September, 1860, to 1st October, 1861, . . . . .	<u>278,537 09</u>	
		2,632,186 40
Debts due to the Company other than for unsettled balances on subscriptions to capital stock, viz:		
Bonds of the State of Virginia belonging to the Company, and not applied to the sinking fund, . . . . .	21,000 00	
Bills receivable, . . . . .	13,102 20	
Due from agents of the Company for fare and freights from stage and railroad companies for through tickets, and from Confederate States of America, &c., . . . . .	245,014 00	279,116 20
Cash on hand 30th September, 1861, . . . . .		22,410 52
		<u>\$10,453,073 40</u>

E. E.

J. GARRETT, Treasurer.

### *Receipts and Disbursements within the*

Cash on hand 30th September, 1860, per last report, . . . . .	\$22,087 85	
Debts due to the Company, other than for unsettled balances on subscriptions to capital stock, viz :		
From agents and others, per last report, . . . . .	65,801 86	
Bills receivable, " " " " . . . . .	11,283 53	
Bonds of the State of Virginia, per last report, . . . . .	33,300 00	
		132,478 24
Received on account of subscriptions to capital stock, viz :		
From the Board of Public Works, . . . . .	68,711 89	
From subscribers other than the State, . . . . .	60,877 61	
		129,589 50
Received from the State of Virginia on account of loan authorized by the legislative session of 1859 and '60, . . . . .		180,000 00
Bonds issued for work done by contractors near Covington, . . . . .		14,040 00
Received from the Board of Public Works, in tolls for work done on the Blue Ridge railroad and tunnel under contract, . . . . .		15,545 08
Receipts for transportation within the year ending 30th September, 1861, viz :		
Passenger fare, . . . . .	366,084 08	
Freight, . . . . .	245,582 28	
Express freight, . . . . .	17,467 51	
Transportation of old United States Mail, . . . . .	15,982 47	
Transportation of Confederate States Mail, . . . . .	7,792 65	
For use of road between Gordonsville and Charlottesville by the Orange and Alexandria Railroad Company in transporting freights and materials, &c., . . . . .	2,446 92	
	655,365 91	
Miscellaneous receipts, . . . . .	150 00	
For dividends on 46 shares of stock in Telegraph Company, . . . . .	362 25	
		655,868 16
For rent of real estate, . . . . .		538 77
Due to the stockholders for dividends not applied for, . . . . .	3,458 50	
Due to individuals for materials purchased for repairs, and for work done, &c., which has been charged in the disbursements, and not yet paid for. Open accounts, . . . . .	28,851 12.	
Bills payable, . . . . .	30,000 00	
		62,309 62

**\$1,190,364 37**



C.

Year ending 30th September, 1861.

## DISBURSEMENTS.

Debts due by the Company for materials for repairs and for work done, &c., per last report,	25,605 49	
Due to the stockholders for dividends not applied for, per last report,	16,132 00	41,737 49
For construction of road and buildings between Richmond and Staunton, additions to buildings in Richmond, completion of depots and other buildings at Staunton, &c.,	18,937 82	
For land damages between Richmond and Staunton,	897 05	19,834 87
For construction of road and buildings between Staunton and Covington,	341,781 06	
For land damages between Staunton and Covington,	81 36	
For engineering expenses,	7,338 94	349,151 36
For equipment—additions to machinery, &c.,		1,883 86
For Blue Ridge railroad and tunnel. Tolls paid to the State for the Blue Ridge railroad and tunnel,		6,206 13
For use of Blue Ridge railroad and tunnel under contract with the Board of Public Works for the finishing of said road and tunnel by the Virginia Central Railroad Company,		15,545 08
For work done on said railroad and tunnel under the contract above mentioned,		4,484 10
For dividend bonds, issued 1st October, 1851, purchased and canceled,	1,044 00	
For dividend bonds, issued 15th October, 1853, purchased and canceled,	290 00	
For dividend bonds, issued 1st July, 1855, purchased and canceled,	876 00	2,210 00
For bonds issued for temporary loans,		17,551 04
For bonds issued for work done by contractors between Richmond and the Junction,		14,334 57
For interest,	103,474 83	
Less discount on dividend bonds purchased,	324 90	
“ “ “ coupon bonds,	1,600 00	
	1,924 90	101,549 93
Paid Board of Public Works on account of deferred interest on dividend bonds,		5,762 13
For Sinking Fund, viz :		
Bonds of the State of Virginia, belonging to the Company, applied to the Sinking Fund,	20,000 00	
Coupon bonds of the Company, issued by authority of the stockholders at their annual meeting in 1851,	4,000 00	
Coupon bonds of the Company, issued by authority of the stockholders at their special meeting in 1854,	5,000 00	29,000 00
For Sinking Fund for the redemption of loan from the State,		1,050 00
For transportation and other general administration expenses, for the year ending 30th September, 1861, viz :		
Salaries,	12,862 37	
Taxes,	7,595 12	
Insurance,	2,879 72	
Other general administration expenses, for details of which see Superintendent's report,	255,199 88	278,537 09
Debts due to the Company, other than for unsettled balances on subscriptions to capital stock, viz :		
Bonds of the State of Virginia belonging to the Company, and not applied to the Sinking Fund,	21,000 00	
Bills receivable,	13,102 20	
Due from the Confederate States of America, and from agents of the Company for fare and freights from railroad and stage companies for through tickets, for mail service, &c.		
Open accounts,	245,014 00	279,116 20
Cash on hand 30th September, 1861,		22,410 52
		<u>\$1,190,364 37</u>

E. E.

J. GARRETT, Treasurer.

## TABLE

*Showing the Receipts from all Sources, and the Disbursements on*

## RECEIPTS.

Received from the Board of Public Works, on account of the subscription of the State to the capital stock of the Company, . . . . .	68,711 89	
Received from subscribers, other than the State, . . . . .	60,877 61	
Received from the Commonwealth, on account of loan authorized by the Legislature, . . . . .	181,000 00	
Bonds issued for work done by contractors near Covington, . . . . .	14,040 00	
From the Board of Public Works in tolls, for work done on the Blue Ridge railroad and tunnel by the Virginia Central Railroad Company, . . . . .	15,545 08	
Transportation receipts, . . . . .	656,355 91	
Miscellaneous receipts, . . . . .	150 00	
Dividends on 46 shares Telegraph stock, . . . . .	362 25	
		656,868 16
Rent of real estate, . . . . .		538 77
		<hr/>
Receipts for the year ending 30th September, 1861, . . . . .		\$995,581 51
Bonds of the State of Virginia on hand, per last report, . . . . .	33,300 00	
Bill receivable, . . . . .	11,283 53	
Debts due to the Company on open accounts, per last report, . . . . .	65,801 86	
Cash on hand 30th September, 1860, per last report, . . . . .	22,087 85	
		<hr/>
		132,473 24

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\$1,128,054 75

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D.

*all Accounts for the Year ending 30th September, 1861—separately.*

## DISBURSEMENTS.

For construction of road and buildings between Richmond and Staunton, buildings in Richmond and Staunton, and on line of road, . . . . .	\$18,937 82
For land damages between Richmond and Staunton, . . . . .	897 06
For construction of road and buildings between Staunton and Covington, . . . . .	341,781 06
For land damages between Staunton and Covington, . . . . .	31 36
For engineering expenses, . . . . .	7,338 94
For equipment, addition to machinery, &c., . . . . .	1,883 86
For Blue Ridge railroad and tunnel, tolls paid to the State for that road and tunnel, . . . . .	6,206 13
For use of Blue Ridge railroad and tunnel, under contract with the Board of Public Works, . . . . .	15,545 08
	<hr/>
	21,751 21
For work done on Blue Ridge railroad and tunnel, under said contract, . . . . .	4,484 10
For dividend bonds, issued in 1851, 1853 and 1855, purchased and canceled, . . . . .	2,210 00
For bonds issued for temporary loans, . . . . .	17,551 04
For bonds issued to contractors for work done between Richmond and the Junction, . . . . .	14,334 57
For interest, . . . . .	101,549 93
For dividends due 1st October, 1860, . . . . .	12,673 50
For coupon bonds, issued by the Company, by authority of the stockholders, at their meeting in 1851, purchased on account of the Sinking Fund, and canceled, . . . . .	4,000 00
For coupon bonds, issued by the Company, by authority of the stockholders, at special meeting in 1854, purchased on account of the Sinking Fund, and canceled, . . . . .	5,000 00
For bonds of the State of Virginia, applied to the Sinking Fund, . . . . .	20,000 00
For Sinking Fund, for the redemption of loan from the State of Virginia, . . . . .	1,050 00
For transportation and other current administration expenses, . . . . .	278,537 09
Paid Board of Public Works, on account of deferred interest on dividend bonds, . . . . .	5,762 13
Open accounts due by the Company, per last report, . . . . .	25,605 49
Debts due to the Company by this report, viz:	
Bonds of the State of Virginia, now on hand, . . . . .	21,000 00
Bills receivable, . . . . .	13,102 20
Open accounts. See statements B and C., . . . . .	245,014 00
Cash on hand 30th September, 1861, . . . . .	22,410 52
	<hr/>
	\$301,526 72
Deduct debts due by the Company, for materials purchased for repairs, and for work done, &c., which have been charged in the disbursements above, but not yet paid for, viz:	
Bills payable, . . . . .	30,000 00
Open accounts, . . . . .	28,851 12
	<hr/>
	58,851 12
	<hr/>
	242,675 60
	<hr/>
	\$1,128,054 75

E. E.

J. GARRETT, Treasurer.

TABLE E.

*Details of Earnings for the Year ending 30th September, 1861.*

MONTHS.	Passenger Fare.	Freight.	Express Freight.	Mail Transportation.	Total.
October, 1860,	\$20,650 09	\$35,228 36	\$576 10	\$2,011 36	\$58,465 91
November, 1860,	11,111 13	21,973 82	503 55	2,011 35	35,599 85
December, 1860,	15,376 35	12,238 73	852 10	2,011 36	30,478 54
January, 1861,	13,544 37	12,768 72	547 37	2,017 36	28,877 82
February, 1861,	10,958 22	23,119 88	419 36	2,017 35	36,514 81
March, 1861,	12,817 53	22,550 71	445 35	2,017 36	37,830 95
April, 1861,	15,166 76	14,473 21	472 39	1,948 17	32,060 53
May, 1861,	39,150 20	21,771 67	933 96	1,948 16	63,803 99
June, 1861,	26,473 39	12,980 55	1,282 84	1,948 17	42,684 95
July, 1861,	102,508 68	23,943 54	4,513 21	1,948 16	132,913 59
August, 1861,	53,888 75	23,219 91	3,097 35	1,948 16	82,154 17
September, 1861,	44,438 61	21,313 18	3,823 93	1,943 16	71,523 88
	\$366,084 08	\$245,582 28	\$17,467 51	\$23,775 12	\$652,908 99
Add for use of road between Gordonsville and Charlottesville by the Orange and Alexandria Rail Road Company in transporting freights, &c., . . . . .					2,446 92
					655,355 91
Miscellaneous receipts, . . . . .					150 00
Dividends on 46 shares of stock in Telegraph Company, . . . . .					362 25
					655,868 16
Rent of real estate, . . . . .					538 77
					656,406 93
Earnings for the year, ending 30th September, 1860, . . . . .				632,760 08	
Miscellaneous receipts, . . . . .				275 00	
Rent of real estate, . . . . .				1,048 23	
					634,083 31
More than the previous year, . . . . .					\$22,323 62
Transportation and other general administration expenses for the year ending 30th September, 1861, for details of which see Superintendent's report, . . . . .					\$278,537 09
For the year ending 30th September, 1860, . . . . .					274,954 10
More than the previous year, . . . . .					\$3,582 99

E. E.

J. GARRETT, Treasurer.

# ENGINEER'S REPORT.

ENGINEER'S OFFICE VIRGINIA CENTRAL RAILROAD, }  
Staunton, October 1st, 1861. }

*E. Fontaine, Esq., President,*

SIR :

The following report of the Principal Assistant Engineer is respectfully submitted as a statement of the condition of the work between Jackson's river and Covington.

It will be seen that with the exception of some ballasting, and a small amount of embankment, the road bed is finished and ready for the track.

The iron work for the bridge over Jackson's river is in progress at the Tredegar works in Richmond, and is expected to be finished as soon as the rails for the track can be transported from Richmond to Jackson's river.

The amount of other transportation required at this time renders it difficult to say when the rails can be carried; every available car will be used for the purpose, and I hope to commence laying the track by the 1st of January next. The completion of this last section of your road is much to be desired, and especially so at this time, as it would materially reduce the expense of transporting supplies to the western army.

To the estimate of the amount required to finish the grading and the station buildings at Covington, as stated by Mr. Richardson, should be added the estimate for the iron bridge, and the cost of laying the track as follows :

Amount estimated to complete the grading, &c.,	\$8,508 00
“ “ for station buildings, &c.,	7,000 00
“ “ for iron bridge,	13,000 00
Laying 10 miles of track,	4,500 00
Chairs, spikes, &c.,	5,200 00
Total estimated cost,	\$38,208 00

For further particulars, I refer to the report which follows.

Very respectfully,

Your obedient servant,

H. D. WHITCOMB,

*Chief Engineer.*

STAUNTON, VA., October 1st, 1861.

H. D. WHITCOMB, ESQ.,

*Chief Engineer and General Superintendent.*

SIR :

I here report to you the condition of that portion of the Central Railroad yet under construction, viz : from Jackson's river depot to Covington. Two extraordinary causes have operated during the past season to prevent the completion of this work at the time you anticipated in your report in October 1860. The war has withdrawn some of the force engaged on the work, and it is but a natural consequence, in such times as these, that many obstacles would intervene to prevent the completion of the road with the facility that ordinary times would allow. The other cause is the unusual amount of rain, which, in many cases, came with violence, and the high water had a serious effect on the newly made embankments, and in some instances the cuttings suffered from the severe washings. Heavy slides have occurred, and are yet liable to occur. The masonry is uninjured, and will evidently remain so. Karnes' creek viaduct withstood a violent flood, which came upon it in such a manner as to test it severely. An arrangement is now being made to carry the water through the arch in a proper direction. The abutments and piers at Jackson's river, on Section 65, were well tested by a flood nearly as high as any ever known there. The masonry for the bridge over the James river canal is done, and at present is buried in the embankment. It is probable that this portion of the railroad, comprising the sections between Jackson's river depot and Covington, will have a much smaller percentage of perishable work on it than any other portion of the road of an equal amount of work.

The work now remaining to be done is approximately as follows :

Sec. 59. 1,000 yards earth to repair bank at		
Alum Rock, at 18 cents, . . .	\$1,800 00	
Hauling do., at 7½ cents, (500 feet,) . . .	750 00	
400 yards of ballast at \$1, . . .	400 00	
1,000 yards Rip Rap at \$1 50, . . .	1,500 00	
		<hr/>
Amount on Section 59, . . .		\$4,450 00
Sec. 60. Fixing Karnes' Run at viaduct, . . .		
2,000 yards earth, borrowed at 20 cents, . . .	400 00	
500 yards ballast at \$1, . . .	500 00	
		<hr/>
Amount on Section 60, . . .		1,400 00
Sec. 61. 1,200 yards earth, borrowed at 20		
cents, . . .	240 00	
100 do. Rip Rap, at 60 cents, . . .	60 00	
400 do. ballast, \$1, . . .	400 00	
		<hr/>
Amount on Section 61, . . .		700 00

Sec. 62 complete. Final estimate not returned.	
Sec. 63. 5,000 yards of a slide at 20 cents,	1,000 00
Sec. 64. 600 yards of a slide at 18 cents,	108 00
Sec. 65 complete.	
Sec. 66 complete.	
Sec. 67. 200 yards of ballast at \$1,	200 00
Covington Depot Section, C. and O. Railroad, 1,000 yards slate at 65 cents,	650 00
Amount of grading, &c.,	<u>\$8,508 00</u>

You will observe that more than half of the work to be done is on Section 59. In September last a very large freshet made a serious inroad upon the embankment along the new channel of the river. The road bed is yet undisturbed, and the ballast in the adjacent cut is only needed to make this section ready for the track. It may yet be expedient to lay the track, and carry the materials for the repair of the embankment by a train.

It may not be inappropriate here to record that Mr. Isaac Steers, the well known and highly respected contractor, after having nearly completed this important piece of work at Alum Rock, lost his life in the river about three months since during one of the floods. It is but justice to his memory to say, that for some years past he has by his energy, skill and industry, been a valuable man to the Company in building this road.

Of the buildings at Covington Station I cannot speak definitely. Sites have been prepared for freight, passenger, road and water stations, engine house, and turntable of 45 feet diameter. Lumber is now being delivered for a wooden freight house, 134 by 28 feet, and a wood house 60 by 20 feet. To build the above mentioned stations economically of wood, would probably cost \$7,000. Sufficient cross ties are ready to lay the track, and two train loads of iron are delivered. Aside from such cases of delay as I mentioned in the beginning of this report, the track could be laid to Covington in three months.

I assumed the charge of this work in July last. I am able to say, that the contractors have evinced a disposition to finish the road to the satisfaction of the Company.

Soon after my taking the work, Mr. A. H. Sheppard, of the engineer corps, was called to another portion of the road; the other members of the corps, Messrs. Jno. F. Jordan, A. S. Kinney, Wm. M. S. Dunn, and Wm. E. Sparrow, are at present engaged in making final estimates, and finishing up all business connected with their department. Their work is faithfully done.

All of which is respectfully submitted.

S. A. RICHARDSON,  
*Principal Assistant Engineer.*

## SUPERINTENDENT'S REPORT.

OFFICE GENERAL SUPERINTENDENT OF TRANSPORTATION  
OF THE VIRGINIA CENTRAL RAILROAD,  
*Richmond, October 1st, 1861.*

**E. FONTAINE, Esq., President.**

**SIR :**

The following report of the operations of this department, for the fiscal year ending September 30th, 1861, is respectfully submitted. The earnings from all sources are as follows :

### EARNINGS.

From Passengers.....	\$365,084	08
" Freight.....	245,582	28
" Express Freight.....	17,467	51
" Mail service.....	23,775	12
" use of road, in hauling materials for the construction of their road by the Orange and Alexandria Railroad Company.....	2,446	93
From Miscellaneous receipts.....	150	00
" Dividends on Telegraph stock.....	363	25
" Rent of real estate.....	538	77
<b>Total receipts.....</b>	<b>656,406</b>	<b>93</b>

**EXPENSES.**

For conducting transportation, including miscellaneous, legal expenses, &c.....	114,404	94
repairs of locomotives and cars.....	45,376	96
“ “ “ workshops and tools.....	7,117	00
“ “ “ maintenance of way, including repairs of depot and stations.....	87,855	41
“ “ “ salaries of President, Treasurer and Clerks, General Superintendent, and per diem of Directors and Committees.....	13,692	37
For taxes, including mill tax on passengers and freight transported, paid the State.....	7,595	12
For insurance on buildings, bridges, &c., against fire.....	2,679	73
“ repairs of real estate, Richmond.....	33	78

**SUNDRIES CHARGED TO TRANSPORTATION EXPENSES:**

For finishing six new box freight cars.....	1,671 63
“ two new rock cars.....	1,069 69
“ preparing cars for conveying troops.....	701 43
“ repairs of engines and cars for other roads, and for Confederate States, not yet worked.....	1,005 56
For construction East, work done at shops.....	1,473 96
“ “ West, “ “ “ “.....	449 66
“ sundries.....	39 85
	<hr/> 6,411 77
	<hr/> \$78,537 09

**Nett receipts.....** **8,377,869 84**

There has been an increase in the receipts as follows, viz:

From transportation of passengers.....	\$84,398 94
“ express freight.....	9,289 92
“ mail service.....	964 54

And a decrease in the receipts from transportation of freight.....	72,169 09	94,653 40
“ other sources.....	160 69	
	<u>72,329 78</u>	72,329 78

**Nett increase in receipts over previous year..... \$22,323 62**



The expenses have been \$3,592 99 more than for the previous year, and deducting those items which are not strictly transportation expenses from the accounts of both years, the amount shows a still greater increase, or \$13,986 59.

This increase in the expenses is due to the heavy transportation incident to the war.

The decrease in the receipts from freight is not surprising, when it is remembered that the crop of 1860 was by no means a large one, that there was a depression in business, without a parallel since the road has been in operation, and that much of the tobacco crop is still in the hands of the planter. In addition to these, the outward freight on which the heaviest charges are made, has been only such as the absolute wants of the people required.

The business of the road in carrying freight for the Government has been large, as to quantity and weight, but small as to the receipts. Most of the supplies for the army are such as are carried at very low rates for individuals, but for which the Government pays only half price. Such articles as flour, corn, lumber, hay, &c., carried at half rates, will hardly pay the expense of transportation.

The receipts from passengers are largely increased, due to the transportation of troops and other persons connected with the army. Nor does a comparison of receipts, with those of the preceding year, show the real increase in the number of passengers, as the Government rates are less than one-half of that paid by individuals.

The gross expenses of the year are 42 43-100 per cent. of the gross receipts, and the nett receipts are 57 57-100 per cent. of the gross receipts.

In comparing the expenses of this with the previous year, the increased weight and number of the trains must be kept in mind; also, the largely increased price of every article that is used in repairs, or on the trains. It is a fair estimate to put the increase in the prices of labor, materials and supplies at 25 per cent. more during the last quarter of the year than for the preceding three quarters. This increase will be more severely felt during the next year, if the war continues, and the expenses of transportation will be much heavier. The locomotives are constantly used with loads to the extent of their capacity, and cannot be spared for repairs; they are run until they can run no longer. Many of them are old, and constantly out of order. The freight cars, also, have been in constant use. The supply of cars being very limited, makes it necessary to run them without repairs as long as it is safe to do so. They have been seriously damaged in the transportation of troops, and considerable expense is necessary to put them in good order. Full details of expenses, passengers, tonnage, mileage, &c., will be found in tables attached.

### *Roadway.*

The track has been kept in good order, considering the great fall of rain during the year. It is very difficult to keep it in good condition in wet weather, where it is not ballasted; a considerable portion of the track is now laid on earth, and it is quite important that it should be ballasted, especially in excavation.

The road has suffered severely from floods, and several serious breaches have occurred, interrupting the business, and on one occasion causing a loss of life.

The work of renewing the timber abutments with stone, and the trestles with permanent bridges has been commenced, and will be continued as rapidly as circumstances will admit. Several of these structures should have been replaced before this time, and in one case it was found necessary to renew with wood, as the condition of it was such as not to admit of the delay necessary to the rebuilding of it with permanent materials.

Where timber is replaced with stone, the construction account will be credited with the original cost of the wooden structure, which will be charged to repairs.

There is a considerable amount of this work, and as much of it will be done during the next year as a due regard to economy and the safety of the trains will warrant.

Some portions of the rail will need replacing during the next year. This will be a new item in repairs, as no iron has been bought for that purpose since the plate rail was removed.

### *Station Buildings and Fixtures.*

The additional offices in Richmond have been completed, and are well arranged, and very convenient. The new freight depot in Staunton was finished about the first of January. This work, together with the removal of the buildings formerly occupying the ground, and the rearranging them, the construction of the engine house, &c., was under the charge of Mr. S. A. Richardson, of the Engineer Department, and is creditable to him. Several new water stations have been built in a very substantial manner. The sidings at Ivy depot have been lengthened, and the whole arrangement there improved.

### *Machinery.*

One new passenger engine, the General Beauregard, purchased from the Confederate Government, has been placed on the road, and one of the mountain track engines, the J. R. Anderson, sold to the Government in part payment. The Beauregard has cylinders 15x22 inches, and drivers 5 feet in diameter, and is equal in power to any passenger engine belonging to the Company.

It is very important that some addition should be made to the number of freight engines, the severe work to which they are now put will soon wear them out.

There are several locomotives belonging to the Company that are too light to be of real service, and should be sold or exchanged as soon as an opportunity offers.

### *Cars.*

The stock of cars is as follows :

19	eight-wheel	passenger cars.
4	"	mail and smoker's cars.
8	"	baggage cars.
8	"	conductor's cars.
150	"	box freight and stock cars.
8	"	hay cars.
80	"	platform and Gondola cars.
22	four-wheel	gravel and sand cars.

The four-wheel box and stock cars, mentioned in last year's report, have not been run during the year. They were unfit for further service ; some have been sold, others are used for various purposes. Several of the eight-wheel box cars are out of use, and must be re-built to make them fit for service. The stock of cars is very deficient, and the number must be increased immediately, or the patrons of the road will suffer for want of the means of transportation for their produce to market. I suppose there is no road of equal length which is so deficient in this particular as yours. This has been more apparent under the heavy transportation of the past three months, as it has been impossible to give the army transportation that prompt attention which is so necessary, to say nothing of the business that naturally belongs to the road.

### *Workshops.*

The want of convenient and safe buildings for the construction and repairs of cars has been felt for several years. The present buildings are of wood, and liable to be destroyed by fire, with their valuable contents ; they are too small, and very inconvenient. Nearly all the repairs to the cars are now made in the open air, and the workmen of course lose much time. Besides this, it is clearly the policy of the Company to build its own cars, and as I have before intimated, a large addition is imperatively called for. A large car shop, reasonably fire proof, is needed, and should be built without delay. The condition of the smith shop makes it necessary to build a new one. The foundation for a building, 110x40 feet, has been prepared, and a brick building, with slate roof, will be ready, it is hoped, before spring. The location selected is in the rear of the machine shop, parallel, and near to the railroad tracks. The carpenter's shop should be built south of this, and at right angles to the track, forming with the machine shop and

blacksmith's shop three sides of a parallelogram. This arrangement is the best that I can make on the ground owned by the Company.

### *Casualties.*

About the 15th of July, two trains conveying a regiment of North Carolina volunteers left Richmond at night. The first train left Hanover Junction 25 minutes in advance of the second. While the first train was taking on wood and water at Beaver Dam station, the second train ran into it, and wounded four soldiers, three of them slightly, the fourth so severely, that he was unable to go on with his regiment. The usual instructions to be careful in following a preceding train was given in writing to the conductor of the second train before it started from Richmond. At the time it was difficult to get enginemen acquainted with the road. The engineman on this train, although recently employed, had been over the road sufficiently often it was thought to know where the stations were, and it is difficult to account for this accident, except from his great carelessness. He was dismissed.

On the 11th day of August a violent rain fell at Hanover Junction. The culverts and small bridges in the vicinity did not afford sufficient passage for the water, and four serious breaches were made in the road. A train containing nearly 600 troops, drawn by two locomotives, left Richmond late in the evening. The train arrived safely at Hanover Court House after night. There had been no violent rain there, not enough to occasion any uneasiness in the minds of the conductors or enginemen. The night was dark and rainy when the train left that station, and although it was moving very slowly at the time, it ran into the first of the breaches, which was at a point where it would scarcely be expected. One of the soldiers was instantly killed, and another died the next day from his injuries. Several others were wounded, some of them severely. As soon as the breach nearest the Junction was reported, orders were dispatched to the station agent to send a man with a lamp to warn the troop train of the danger; the existence of other breaches was not then known. The man returned, saying it was impossible to cross the breach; he was sent back with orders to remain there if he could not cross it. It was crossed shortly afterwards by two persons who were on the train at the time of the accident, and from whom I learned what had occurred. Physicians were immediately sent for, and as soon as possible a train was dispatched to bring the wounded to this city. With the exception above mentioned, all have recovered, and are now in active service.

The conduct of the soldiers on both these occasions is worthy of commendation. Every assistance was rendered by them cheerfully. In the latter case I offered to transport the men back to Richmond, as the breach in the road prevented the passage of the trains to carry them on, but they refused to take a backward step.

On the 15th day of August, Mr. Arnall, a fireman on the switching engine in Richmond, attempting to get on the engine while it was in motion, was caught under the wheels, and so badly injured, that he died in a short time.

A soldier, whose name is unknown to me, was killed in Staunton by being run over by a train. He had seated himself on the small platform, which is attached to some of the freight cars, after being warned by the conductor of the danger. A sudden movement of the train threw him on the track, and he was instantly killed.

In conclusion I commend the spirit of the officers and employees under my charge during the past three months. Their labors have been arduous and incessant, but have been performed with alacrity and cheerfulness.

All of which is respectfully submitted.

Your obedient servant,

H. D. WHITCOMB,

*General Superintendent of Transportation.*

## REPORT OF COMMITTEE ON ACCOUNTS.

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The undersigned, members of the committee, appointed to examine the books and accounts of the Treasurer, report that they have carefully discharged that duty ; that in doing so, they have looked to all the books of the office, containing entries of charge against the Company, or items of receipt on account of its operations.

Satisfactory vouchers were exhibited, and are on file, establishing the results set forth in the accompanying annual report of the treasury and transportation departments.

The books and papers of the office are systematically arranged, and neatly kept ; and we take pleasure in renewing the expression of our approbation of the diligence and skill of the Treasurer and his assistants, and our entire confidence in their fidelity in the discharge of their responsible trusts.

After a diligent and thorough examination of all the entries, transfers and calculations, embracing an aggregate of receipts of more than \$600,000, we have discovered but few errors, all of which were corrected in time for the Treasurer's report.

Respectfully submitted.

B. H. MAGRUDER,  
JOHN WOOD, JR.,  
DAVID J. SAUNDERS,  
JOHN PAGE,  
ROBERT M. KENT,  
D. ANDERSON, JR.

## STATEMENT A.

## DETAILS OF EXPENSES FOR CONDUCTING TRANSPORTATION.

## TRAIN EXPENSES.

For pay of conductors passenger train, less amount charged to O. and A. R. R. Co. for conductors on their trains between Gordonsville and Charlottesville.....	\$1,971 24	
For pay of baggage masters.....	1,327 50	
For pay of engineers passenger train.....	3,59 75	
For pay of firemen and cleaners passenger train.....	1,520 10	
For pay of brakemen passenger train.....	2,698 97	
For pay of inspector passenger and baggage cars.....	540 00	
		11,656 56
For pay of conductors freight train.....	3,543 78	
For pay of engineers freight train.....	6,245 07	
For pay of firemen and cleaners freight train.....	2,761 06	
For pay of brakemen freight train.....	2,783 62	
		15,433 53
Paid for 4,500 gallons oil.....	4,160 28	
Paid for 3,768 lbs. tallow.....	440 04	
Paid for 12,886 lbs. grease.....	778 47	
		5,378 79
Paid for 11,526 lbs. cotton waste.....		706 04
Paid for 15,327 cords wood.....	24,222 47	
Paid for hauling wood to stations.....	2,190 25	
		26,412 73
Paid for use of city water.....	299 57	
Paid for ice.....	128 25	
Paid for coal.....	286 55	
Paid for furniture and fixtures for cars.....	324 83	
		969 20
Paid for incidental expenses for trains, viz: Brushes, brooms, candles, spittoons, cotton cloth for seats, &c., &c.....	907 10	
Total train expenses.....		60,943 94

## DEPOT EXPENSES.

## RICHMOND DEPOT:

For pay of agents and clerks.....	6,314 53	
For pay of yard master and laborers.....	2,674 75	
		9,189 28
For hire of negroes.....	4,974 10	
For clothing and shoes for negroes.....	566 10	
For provisions for negroes.....	1,897 15	
		7,437 35
For pay of watchmen.....	1,129 75	
For pay of extra watchmen.....	1,375 25	
		2,505 00
Paid for use of city water.....	40 00	
Paid for use of city gas.....	177 87	
Paid for coal.....	238 00	
Paid for ice.....	25 00	
Paid for sundries.....	569 76	
		1,050 63
Total expenses Richmond Depot.....		26,182 26

## COUNTRY DEPOTS:

For pay of agents and clerks.....	9,563 74	
For labor furnished by contract, and all laborers.....	5,761 97	
		15,325 71
For hire of negroes.....	3,921 39	
For clothing and shoes for negroes.....	428 59	
For provisions for negroes.....	1,488 70	
		5,138 68
For pay of watchmen.....		706 38
Paid for use of gas at Staunton.....	81 70	
Paid for ice.....	16 85	
Paid for sundries.....	55 21	
		153 76
Total expenses Country Depots.....		21,324 53

Forward.....\$102,250 73

Forward..... 102,350 73

**MISCELLANEOUS EXPENSES.**

For printing conductors' and engineers' reports, schedules, tickets, &c., and advertising for passenger trains .....	2,728 07		
For printing conductors' and engineers' reports, way bills, blanks, schedules, &c., and advertising for freight trains.....	1,901 96	4,630 03	
For legal expenses and postages.....		915 94	
For traveling and other expenses.....		253 82	
For transportation of mail between depots at Richmond, Louisa C. H. and Charlottesville, and post offices.....	834 45		
For repairs of mail wagons, shoeing horses, feed for horses, &c.....	544 37	1,478 82	
For pay of telegraph operators at Richmond, Hanover Junction, Beaver Dam and Gordonsville, and for telegraph supplies.....		1,017 93	
Total for Miscellaneous expenses.....			8,205 84

**TRAIN LOSSES AND DAMAGES.**

Paid for freight lost and damaged on freight trains .....	947 86		
Paid for freight lost and damaged on passenger trains.....	96 85	1,043 61	
Paid for lost baggage .....		494 10	
			1,537 71
Paid for stock killed by freight trains .....	1,121 91		
Paid for stock killed by passenger trains .....	688 00	1,849 91	
Paid for clothing furnished soldiers injured on train 11th August, near Hanover Junction .....		570 75	
Total for conducting Transportation .....			2,920 66
			114,404 94

**MAINTENANCE OF WAY.****REPAIRS OF ROAD AND BRIDGES:**

For pay of road and section masters, road carpenters, masons, &c.....	16,527 99		
For pay of engineers, conductors, firemen and laborers on material and gravel trains.....	2,300 68		
For negro hire on repairs of road and on material and gravel trains, &c.....	93,814 31		
For clothing and shoes for ditto.....	3,689 77		
For provisions for ditto.....	9,573 73		
For pay of watchmen at bridges and tunnels.....	2,030 18	57,929 77	

**MATERIALS:**

Paid for 42,604 cross ties.....	15,017 48		
Paid for timber and lumber.....	4,155 17		
Paid for spikes, frogs, switch castings, &c., and work done at Company's shops.....	4,639 59		
Paid for tools and sundries.....	735 88	24,547 82	82,477 59
Paid for labor repairing breaks near Hanover Court House and at Chickahominy Creek, caused by heavy rains.....	688 36		
Paid for timber, tools, &c., for ditto.....	903 33	670 69	
Paid wages to mechanics, laborers, &c., building pile driver	77 80		
Paid for materials for ditto.....	76 84	154 64	1,025 33

**REPAIRS OF DEPOTS:**

Paid wages to all mechanics, laborers, &c.....	1,089 99		
Paid for all materials .....	1,368 11	2,474 40	

**REPAIRS OF WATER STATIONS:**

Paid wages to all mechanics, laborers, &c.....	665 64		
Paid for all materials.....	677 48	1,343 12	
Paid wages to mechanics building four new water tanks...	161 97		
Paid for materials for ditto .....	373 79	534 97	4,352 49
Total for Maintenance of Way.....			87,853 41

Forward ..... \$902,300 35



Forward..... \$992,356 35

**MAINTENANCE OF MACHINERY.****REPAIRS OF LOCOMOTIVES AND TENDERS:**

Paid wages to all mechanics, laborers, &c., and work done elsewhere.....	9,901 24	
Paid for all materials.....	17,901 35	
Total for repairs locomotives and tenders.....		27,102 59

**REPAIRS OF PASSENGER CARS:**

Paid wages to all mechanics, laborers, &c.....	2,043 35	
Paid for all materials.....	591 85	
Total for repairs passenger cars.....		2,635 20

**REPAIRS OF MAIL, BAGGAGE AND SMOKER'S CARS:**

Paid wages to all mechanics, laborers, &c.....	343 83	
Paid for all materials.....	308 59	
Total for repairs mail, baggage and smoker's cars.....		649 42

**REPAIRS OF FREIGHT AND STOCK CARS:**

Paid wages to all mechanics, laborers, &c.....	4,879 02	
Paid for all materials.....	2,738 34	
Total for repairs freight and stock cars.....		8,604 36

**REPAIRS OF PLATFORM AND GONDOLA CARS:**

Paid wages to all mechanics, laborers, &c.....	1,117 96	
Paid for all materials.....	1,616 55	
Total for repairs platform and gondola cars.....		2,733 51

**REPAIRS OF GRAVEL CARS:**

Paid wages to all mechanics, laborers, &c.....	33 70	
Paid for all materials.....	196 26	
Total for repairs gravel cars.....		219 96

**REPAIRS OF HAND CARS:**

Paid wages to all mechanics, laborers, &c.....	283 10	
Paid for all materials.....	291 62	
Total for repairs hand cars.....		574 72

**REPAIRS OF ROAD CARS:**

Paid wages to all mechanics, laborers, &c.....	23 54	
Paid for all materials.....	20 26	
Total for repairs road cars.....		43 80

Paid watchmen at shops.....	464 00	
Paid clerk at shops.....	600 00	
Paid for coal at shops.....	1,149 12	
Paid expenses running stationary engines at shops.....	600 00	
		2,813 12
Total for repairs locomotives and cars.....		45,376 96

**REPAIRS OF WORKSHOPS, TOOLS AND MACHINERY.**

Paid wages to all mechanics, laborers, &c., including repairs to stationary engines in machine and car shops.....	639 26	
Paid for all materials.....	464 72	
Total for repairs workshops, tools and machinery.....		1,117 98

**REPAIRS OF REAL ESTATE, RICHMOND.**

Paid wages to all mechanics, laborers, &c.....	4 46	
Paid for all materials.....	89 30	
Total for repairs real estate, Richmond.....		83 76

**SUNDRIES CHARGED TO TRANSPORTATION EXPENSES.****NEW ROLLING STOCK:**

Paid wages to all mechanics, laborers, &c., finishing six new box freight cars, commenced last year.....	648 27	
Paid for all materials.....	1,023 36	
		1,671 63

Forward... \$1,671 63

\$992,785 11

Forward .....	\$1,671 63	\$246,786 11
Paid wages to all mechanics, laborers, &c., building two new rack cars.....	498 65	
Paid for all materials.....	661 04	
	<u>1,000 00</u>	
Total for new rolling stock.....		2,741 33

**TROOP CARS:**

Paid wages to all mechanics, laborers, &c., altering freight cars to carry troops.....	503 00	
Paid for all materials.....	198 43	
Total for troop cars.....		701 43

**REPAIRS OF ENGINES AND CARS FOR OTHER ROADS.****ORANGE AND ALEXANDRIA BAGGAGE CARS:**

Paid wages to all mechanics, laborers, &c.....	79 00	
Paid for all materials.....	40 95	
	<u>119 95</u>	

**ORANGE AND ALEXANDRIA PASSENGER CARS:**

Paid wages to all mechanics, laborers, &c.....	143 39	
Paid for all materials.....	14 09	
	<u>156 48</u>	

**ORANGE AND ALEXANDRIA TROOP CARS:**

Paid wages to all mechanics, laborers, &c.....	221 95	
Paid for all materials.....	58 26	
	<u>280 21</u>	

**ORANGE AND ALEXANDRIA ENGINE CAMERON:**

Paid wages to all mechanics, laborers, &c.....	31 95	
Paid for all materials.....	25 55	
	<u>57 50</u>	

**MANASSAS GAP TROOP CARS:**

Paid wages to all mechanics, laborers, &c.....	217 57	
Paid for all materials.....	62 73	
	<u>280 30</u>	

**RICHMOND, FREDERICKSBURG AND POTOMAC R. R. CARS:**

Paid wages to all mechanics, laborers, &c.....	11 88	
Paid for all materials.....	4 50	
	<u>16 38</u>	

**YORK RIVER RAILROAD ENGINE:**

Paid wages to all mechanics, laborers, &c.....		14 67
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**CONFEDERATE STATES ENGINES AND CARS.****ENGINES BRAUNSGARD AND JOHNSTON:**

Paid wages to all mechanics, laborers, &c.....	17 26	
Paid for all materials.....	10 02	
	<u>27 28</u>	

**BALTIMORE AND OHIO RAILROAD CARS:**

Paid wages to all mechanics, laborers, &c.....	36 97	
Paid for all materials.....	13 02	
	<u>53 50</u>	1,005 56

**CONSTRUCTION EAST:**

Paid wages to all mechanics, laborers, &c., building vault in Treasurer's office at Richmond, ticket office and dwelling at Hanover C. H., dwelling at Keswick, turn table at Hanover C. H., and houses for watchmen at bridges.....	632 91	
Paid for all materials.....	651 75	
		1,473 06

**CONSTRUCTION WEST:**

Paid wages to all mechanics and laborers, building turn table at Staunton, repairing stationary engine for sawing wood at Craigsville, &c.....	289 71	
Paid for all materials.....	159 94	
	<u>449 65</u>	

**SUNDRIES:**

Paid wages to all mechanics and laborers, making tent poles, &c., for soldiers.....	28 47	
Paid for all materials.....	11 38	
	<u>39 85</u>	
		6,411 77

Forward..... \$255,199 88

Forward..... \$255,190 88

# GENERAL EXPENSES.

Paid salaries of President, Treasurer and Clerks, General Superintendent, and per diem of directors and committees .....	12,862 37
Paid taxes, including mill tax on passengers and freight transported, paid the State.....	7,585 13
Paid insurance on buildings, bridges, &c., against fire.....	2,879 72
	<u>23,327 21</u>
	<u>\$ 278,537 09</u>

To show the expenses for conducting transportation during the year, the amounts charged to repairs of real estate, \$23 78; for finishing six new box freight cars, \$1,671 63; for building two new rack cars, \$1,069 69; for repairs of engines and cars for other roads and for Confederate States, not yet collected, \$1,005 56; for construction, \$1,923 61; for sundries, \$39 85—making a total of \$5,744 12, should be deducted from the gross expenses, as shown by this statement, \$278,537 09; leaving the actual expenses for conducting transportation \$272,793 97, being 41 56-100 per cent. of the gross receipts.

H. D. WHITCOMB,  
General Superintendent.

## B.

*Number of Passengers carried on the Virginia Central Railroad, during the year ending September 30, 1881.*

MONTHS.	Passengers carried West or up the Road.			Miles traveled by passengers going West.	Passengers carried East or down the Road.			Miles traveled by passengers going East.	Whole number of passengers carried both ways.	Total number of miles traveled.
	Through.	Way.	Total.		Through.	Way.	Total.			
October,	82	5,367	5,449	280,695	134	4,913	5,047	279,286	10,496	501,931
November,	20	3,325	3,345	139,556	28	3,014	3,042	122,029	6,387	261,586
December,	20	4,560	4,580	172,223	52	4,619	4,671	199,942	9,251	372,165
January,	47	3,985	4,032	169,267	34	3,729	3,763	162,415	7,795	331,672
February,	63	3,909	3,972	133,838	25	3,004	3,029	118,734	6,901	252,672
March,	46	3,847	3,893	157,642	42	3,845	3,887	140,931	7,260	297,672
April,	31	3,726	3,757	178,643	34	4,024	4,058	215,974	7,815	393,717
May,	59	6,347	6,406	371,919	35	4,483	4,518	265,723	10,924	637,642
June,	78	7,971	8,049	680,736	53	3,366	3,409	217,592	11,458	798,328
July,	428	36,884	37,312	2,723,618	45	6,610	6,655	473,305	43,967	3,196,923
August,	2,249	17,688	19,937	1,908,978	69	5,846	6,006	410,765	25,843	2,519,743
September,	360	11,417	11,777	837,564	441	6,500	7,241	599,594	19,018	1,427,148
Total,	3,483	107,926	111,409	7,594,659	983	53,843	54,926	3,204,440	166,235	100,799,099

STATEMENT C.—Number of Passengers arriving at and leaving each Station, during the year ending September 30, 1881.

STATIONS.	OCTOBER.		NOVEMBER.		DECEMBER.		JANUARY.		FEBRUARY.		MARCH.		APRIL.	
	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.
Richmond.....	2,180	1,600	991	1,033	1,272	1,510	1,572	1,074	1,166	1,099	1,035	1,311	1,383	1,330
Atlee's.....	85	58	68	37	94	66	53	74	58	57	56	33	44	33
Peake's.....	12	6	16	.....	16	.....	7	6	5	.....	15	10	7	.....
Hanover C. H.....	176	.....	265	143	265	184	136	268	139	108	146	156	114	137
Wickham's.....	14	7	.....	16	16	12	3	2	3	.....	5	7	7	.....
Junction.....	70	89	39	38	158	114	50	96	43	63	48	55	203	313
Anderson's.....	15	15	9	3	40	91	15	20	8	11	10	10	15	9
Noel's.....	17	19	10	7	15	13	26	21	10	7	10	8	17	19
Hewlett's.....	13	14	13	17	45	24	26	19	20	21	19	15	8	15
Beaver Dam.....	93	124	71	84	208	133	85	179	85	106	86	97	65	63
Bumpass.....	47	64	40	56	111	95	73	84	95	89	45	61	40	47
Federick's Hall.....	114	141	108	100	161	183	106	155	78	92	60	78	101	117
Tollersville.....	55	99	54	81	81	89	57	87	33	64	39	59	47	59
Levin Court House.....	941	926	196	161	343	292	919	251	218	238	234	200	197	170
Trevilian's.....	61	127	67	54	103	116	83	123	73	63	50	52	83	97
Goodensville.....	1,631	2,755	1,147	1,224	1,939	1,644	1,955	1,778	1,143	1,028	1,468	1,548	1,609	2,024
Lindsey's.....	64	75	49	41	54	63	54	64	46	46	47	37	37	38
Cobham.....	98	71	89	96	89	137	99	76	49	51	47	59	60	76
Keewick.....	55	83	53	32	60	51	45	33	50	58	47	35	23	20
Shadwell.....	43	32	.....	92	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
University.....	3,054	1,893	1,517	1,407	2,059	2,047	1,844	1,713	1,169	1,380	1,637	1,637	1,545	1,789
Ivy.....	928	139	80	88	156	238	109	83	71	100	117	99	115	178
Mechum's River.....	144	132	107	92	185	185	140	117	112	97	117	114	153	153
Greenwood.....	169	197	130	139	194	170	151	174	151	151	108	109	103	115
Afton.....	150	143	100	79	163	181	144	120	79	79	102	102	107	192
Waynesboro.....	84	69	60	61	63	54	44	54	36	32	31	39	36	36
Fishersville.....	163	258	151	163	209	232	196	184	99	119	164	160	130	128
Staunton.....	949	1,053	647	610	735	743	591	816	465	459	895	819	665	603
Swoope's.....	98	28	19	13	23	23	25	37	16	16	16	30	16	11
Buffalo Gap.....	5	3	7	6	4	4	1	4	4	1	4	4	5	2
Pond Gap.....	17	96	44	48	53	17	18	15	26	15	13	14	15	11
Craigville.....	10	14	19	98	22	34	16	12	13	12	13	9	7	23
Ball's Valley.....	1	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Goheen.....	85	102	58	49	54	73	78	89	41	80	54	61	57	62
Millboro.....	81	209	71	47	53	85	83	53	37	42	43	77	47	51
Griffin's.....	7	4	11	5	13	13	11	3	9	2	6	1	6	1
Clifton Ferry.....	1	7	.....	.....	7	4	1	1	.....	.....	.....	.....	.....	.....
Jackson's River.....	293	331	167	135	194	301	278	124	190	190	211	171	171	159
Total.....	10,496	10,496	6,367	6,367	9,951	9,951	7,795	7,795	5,901	5,901	7,980	7,980	7,815	7,815

STATEMENT C, Continued.—Number of Passengers arriving at and leaving each Station, during the year ending September 30, 1881.

STATIONS.	MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		TOTAL.	
	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.
Richmond.....	2,568	3,927	2,041	4,152	4,715	23,687	2,855	13,76	5,017	6,197	58,965	58,966
Atlee's.....	67	31	46	38	51	27	59	33	35	25	715	514
Peake's.....	9	12	9	9	8	8	8	8	10	11	141	80
Hanover Court House.....	128	113	140	87	83	122	108	100	131	129	1,651	1,752
Wicham's.....	6	10	16	9	9	7	10	2	6	2	87	76
Junction.....	308	190	59	2,289	163	2,959	825	89	163	203	2,130	6,478
Anderson's.....	24	11	17	6	8	03	13	5	21	8	200	125
Noel's.....	10	4	10	5	8	03	20	3	10	17	138	132
Howlett's.....	23	12	13	13	14	2	15	8	31	18	224	185
Beaver Dam.....	94	93	81	47	66	64	125	85	89	98	1,148	1,176
Bumpas'.....	50	66	27	95	39	32	92	34	50	69	348	785
Fredrick's Hall.....	116	192	63	58	89	191	102	98	91	94	1,183	1,405
Fredricksville.....	45	58	36	40	31	21	148	33	68	72	568	707
Louis Court House.....	185	929	142	145	157	226	148	120	148	200	2,478	2,418
Trevilian's.....	71	67	61	48	81	96	61	49	63	86	835	982
Gordonville.....	3,541	2,364	4,181	1,208	19,948	3,246	9,275	2,763	5,976	3,120	58,132	25,540
Lindsey's.....	43	39	49	34	40	29	37	27	44	35	539	518
Cobham.....	78	62	53	72	64	65	47	54	67	52	808	883
Keewick.....	65	60	47	50	47	48	60	61	56	39	698	797
Shadwell.....	37	31	33	12	11	13	18	7	27	12	332	266
Charlottesville.....	1,312	1,254	904	1,049	1,408	7,789	1,079	4,921	1,453	4,046	19,217	20,286
University.....	101	186	121	147	85	117	59	69	56	91	1,298	1,468
Ivy.....	132	159	106	131	74	164	100	84	95	151	1,455	1,569
Mechum's River.....	167	178	148	171	99	196	188	143	125	139	1,690	1,873
Greenwood.....	97	126	90	80	145	93	168	87	96	89	1,441	1,312
Afton.....	43	40	48	41	56	65	71	53	66	60	623	603
Waynesboro'.....	149	159	132	113	174	287	188	199	189	178	1,924	2,180
Fishersville.....	41	39	32	32	47	36	43	53	43	70	494	467
Staunton.....	942	1,055	2,262	799	10,817	4,220	4,317	3,365	2,540	2,065	32,888	16,155
Swoope's.....	24	14	15	6	8	13	15	12	23	7	220	158
Engle Gap.....	5	5	8	8	77	19	14	15	9	6	136	55
Pond Gap.....	12	17	12	15	45	22	47	54	30	21	311	285
Cragsville.....	13	7	14	14	22	40	23	30	17	11	185	224
Ball's Valley.....	3	1	1	.....	.....	.....	6	.....	.....	.....	19	12
Golden.....	104	28	100	70	92	114	107	90	82	83	912	911
Millboro'.....	66	45	62	60	4,108	89	2,167	183	654	753	7,490	1,664
Griffith's.....	4	3	3	3	8	8	3	3	5	4	78	44
Clifton Forge.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	36
Jackson's River.....	159	170	205	204	1,008	262	2,536	294	2,778	746	7,716	2,927
Total.....	10,924	19,894	11,458	11,458	42,907	42,907	25,045	35,943	10,918	19,018	186,236	166,135

## STATEMENT D.

*Condensed Statement of Tonnage transported during the year ending September 30, 1861.*

	WEST.	EAST.	TOTAL.
Products of the Forest, . . . . .	929.65	498.11	1,427.76
Products of Mines, . . . . .	1,848.75	1,400.25	3,249.00
Products of Animals, . . . . .	2,110.57	3,725.54	5,836.11
Vegetable Food, . . . . .	5,330.53	8,727.60	14,058.13
Other Agricultural Products, . . . . .	667.87	4,841.71	5,509.58
Manufactures, . . . . .	3,274.96	1,586.25	4,861.21
Merchandise, . . . . .	6,177.50	954.87	7,132.37
Other Articles, . . . . .	7,565.25	753.96	8,319.21
Total Tonnage—all classes, . . . . .	27,905.08	22,488.29	50,393.37

## CLASSIFICATION OF TONNAGE.

The tonnage is classified as follows, and in accordance with the form prescribed by the Board of Public Works:

**PRODUCTS OF THE FOREST.**—Lumber of all kinds, viz: Plank, Shingles, Staves, Headings, Billets, Wood, Charcoal, &c.; Ginseng, Snake and similar Roots.

**PRODUCTS OF MINES.**—Mineral Coal, Ores of all kinds, Pig Iron, Lead, Copper, &c.

**PRODUCTS OF ANIMALS.**—Horses, Stock and Beef Cattle, Hogs, Sheep, Calves, Poultry, live and dressed, Pork, Beef, Bacon, Mutton, and all fresh meats, Lard, Butter, Cheese, Eggs, Hide, Hair, Tallow, Skins, Furs, Venison, &c., &c.

**VEGETABLE FOOD.**—Wheat, Corn, Flour, Corn Meal, Rye Meal, Buckwheat, Buckwheat Meal, Peas, Beans, Potatoes, Cabbages, Turnips, &c., Apples, Peaches, and all Domestic Fruits, melons and Dried Fruits.

**OTHER AGRICULTURAL PRODUCTS.**—Leaf Tobacco, Raw Cotton, Rye, Oats, Barley, Flax, Hemp, Clover, Grass and other Seeds, Shucks, Hay, Straw, Fodder, Honey, Beeswax, &c., &c.

**MANUFACTURES.**—Bar Iron, Sheet Metals, Shot, Castings, Machinery, Agricultural Implements, Furniture and Cabinet Work, Carpenters' Work, Carriages and Harness, Cotton Waste, Leather, Shoes, Hats, Domestic Cottons and Woollen Goods, Paper, Books and Stationery, Glass and Glassware, Stone and Earthenware, Wooden and Willow Ware, Manufactured Tobacco.

**MERCHANDISE.**—Dry Goods, Carpetings, Oil Cloths, &c.; Groceries, viz: Sugar, Coffee, Tea, Spices, &c.; Drugs, Medicines, Paints, &c.; Foreign and Domestic Liquors, Wines, &c.; Oranges, Lemons, and other Foreign Fruits, Confectionaries, &c.; China and Queensware.

**OTHER ARTICLES NOT EMBRACED IN FOREGOING CLASSES.**—Lime, Guano, Plaster, Cement, Salt, and all Manures, Sand, Scrap Iron, Old Metals, Rags, Old Rope, Paper Makers' Materials, Stone, Bricks, Marble, Fish, &c., &c.

## STATEMENT E.

*Of the number of Tons of Freight transported on the Virginia Central Railroad during the year ending Sept. 30, 1861.*

MONTHS.	TONS TRANSPORTED WEST OR UP THE ROAD.										TONS TRANSPORTED EAST OR DOWN THE ROAD.										BOTH DIRECTIONS	
	Products of the Forest.	Products of Mines.	Products of Animals.	Vegetable Food.	Other Agricultural Products.	Manufactures.	Merchandise.	Other Articles.	Total Tons.	Tons carried one mile.	Products of the Forest.	Products of Mines.	Products of Animals.	Vegetable Food.	Other Agricultural Products.	Manufactures.	Merchandise.	Other Articles.	Total Tons.	Tons carried one mile.	Whole number of tons transported on the road.	Tons carried one mile.
1860																						
Oct'r.	156.47	464.52	144.71	235.92	87.11	457.30	746.43	1735.36	4027.82	338.846	86.41	80.84	266.67	1658.18	376.07	116.32	75.09	79.77	2639.26	208.545	6687.08	547.391
Nov'r.	169.89	295.42	58.00	168.88	56.86	227.12	373.73	772.23	2132.13	190.586	134.57	53.36	283.97	1614.53	218.21	55.46	50.90	70.35	2481.35	180.461	4803.48	371.047
Dec'r.	52.99	120.08	95.93	102.59	22.67	93.76	267.84	384.53	1110.29	105.129	83.97	62.97	230.20	517.31	97.16	72.25	57.63	53.54	1205.02	92.815	2915.42	197.244
1861.																						
Jan'y.	37.06	206.57	35.13	135.14	20.76	163.80	293.48	566.58	1258.52	119.457	9.01	30.54	322.83	335.85	186.93	46.19	34.47	19.52	921.34	69.567	2179.86	180.024
Feb'y.	163.98	164.63	38.14	105.79	61.78	129.25	315.15	526.86	1525.58	113.669	49.26	21.60	304.34	1185.01	1529.24	49.07	42.08	53.18	2123.70	222.567	4899.38	336.176
Mar.	131.03	138.83	40.75	176.33	120.14	148.74	431.81	1148.87	2245.50	165.522	59.29	11.45	281.79	908.15	950.47	73.63	62.44	108.05	2464.27	191.278	4899.77	355.800
April	35.95	36.32	50.19	88.15	56.56	118.07	501.16	741.06	1619.47	128.880	16.83	7.00	102.19	203.68	620.98	112.93	19.46	40.31	1223.30	101.920	3843.77	320.809
May	34.22	123.76	67.93	110.59	32.38	210.26	391.32	716.87	1687.31	142.019	21.90	53.60	1321.56	550.02	236.25	105.77	211.52	81.11	2591.73	225.221	4379.07	427.340
June	5.70	42.81	293.44	237.54	19.23	392.63	454.14	261.60	1776.69	197.001	19.50	320.22	170.46	541.94	215.72	542.73	217.27	85.77	1718.71	148.283	2194.80	315.383
July	60.68	15.12	443.11	231.13	5.03	257.88	517.04	116.52	1876.53	164.199	4.42	266.30	391.63	429.39	183.37	168.56	33.25	61.94	789.29	68.960	3965.88	372.000
Aug.	14.14	76.54	235.24	1920.35	9.48	445.69	783.42	407.06	4111.30	257.914	4.42	266.30	391.63	429.39	183.37	168.56	33.25	61.94	1491.09	120.922	5093.39	478.855
Sept.	67.54	64.15	549.00	1638.00	134.82	521.06	1101.97	387.71	4444.41	354.280	19.92	162.86	335.48	840.15	320.47	163.60	79.73	96.96	1829.22	137.464	6873.63	522.372
Total.	929.63	1848.76	2110.57	5330.53	667.87	2674.96	6177.50	7505.25	27905.06	3287.352	498.111	400.325	3725.54	8727.60	1481.71	1586.35	954.87	752.36	24488.29	18286.31	50393.37	4216.013



Showing the different Articles of Freight received at Richmond from the different Stations on the Road for the year ending September 30, 1861.

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# **Continued.**

Showing the different Articles of Freight received at Richmond from the different Stations on the Road for the year ending September 30, 1861.

STATIONS.	PRODUCTS OF ANIMALS—Continued.						VEGETABLE FOOD.										OTHER AGRICULTURAL PRODUCTS.				
	Lbs. Tallow.	No. of Live Turkeys.	Lbs. Dressed Poultry.	Lbs. Venison and Game.	Lbs. Wool.	Lbs. Miscellaneous.	Hbbls. Apples.	Lbs. Beans and Peas.	Lbs. Buck-wheat Meal.	Lbs. Corn.	Lbs. Corn Meal.	Lbs. Dried Fruit.	Lbs. Rye Meal.	Hbbls. Flour.	Bushels Wheat.	Lbs. Potatoes.	Lbs. of Miscellaneous.	Hbbls. Tobacco.	Tons Tobacco.	Lbs. Rye.	Lbs. Oats.
Atlee's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peake's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hanover C. H.....	.....	.....	246	.....	474	.....	1	12,880	.....	1,602,186	38,710	.....	.....	14	13,497	10,380	230	11	9.08	.....	44,530
Wickham's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Junction.....	.....	.....	.....	.....	.....	.....	.....	4,566	.....	19,138	4,125	.....	.....	.....	1,215	.....	.....	.....	.....	.....	.....
Anderson's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Noel's.....	.....	15	780	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hewlett's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Beaver Dam.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bumpass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Frederick's Hall.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toddersville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louis Court House.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trevilian's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gordonville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lindsay's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cobham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Keswell.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shadwell.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charlottesville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ivy Depot.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mechum's River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greenwood.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Afton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waynesborough.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fishersville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Staunton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Swoope's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pond Gap.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Craigsville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Goshen.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Millborough.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jackson's River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	61,304	479	96,026	22,449	54,394	12,873	4,134	20,044	61,611	9,117,190	184,442	92,563	12,730	19,943	189,375	53,405	33,006	5,939	3,678.25	17,655	639,337

## F--Continued.

Showing amount of Freight received at Richmond from the different Stations on the Road for the year ending September 30, 1861.

STATIONS.	OTHER AGRICULTURAL PRODUCTS--Continued.					MANUFACTURES.			MERCHANDISE.			ARTICLES NOT IN OTHER CLASSES.		
	Lbs. Flax	Lbs. Clover Seed.	Tons of Hay.	Lbs. Miscella-neous.	Lbs. Manufac-tured Tobac-co.	Lbs. Leather.	Lbs. Miscella-neous.	Rble. Wine.	Lbs. Miscella-neous.	Lbs. Minerals.	Lbs. Bags.	Lbs. Miscella-neous Articles.		
Alle's.....														
Peake's.....														
Hanover Court House.....														
Wickham's.....														
Junction.....														
Anderson's.....														
Noel's.....														
Hewlett's.....														
Beaver Dam.....														
Bumpass'.....														
Frederick's Hall.....														
Tolersville.....														
Louis Court House.....														
Trevilian's.....														
Lindsay's.....														
Gordon's.....														
Cobham.....														
Kewick.....														
Shadwell.....														
Charlottesville.....														
Ivy Depot.....														
Madison's River.....														
Greenwood.....														
Alton.....														
Waynesborough.....														
Fishersville.....														
Staunton.....														
Swoope's.....														
Pond Gap.....														
Craigsville.....														
Crofton.....														
Millboro'.....														
Jackson's River.....														
Total.....	23,566	31,654	632.97	79,396	532,904	228,788	1,726,986	9,331	876,964	76,836	9,594	491,383		

## STATEMENT G.

Showing the different Articles of Freight sent from Richmond to the different Stations on the Road during the year ending September 30, 1901.

STATIONS.	PRODUCTS OF FOREST.		PRODUCTS OF MINES.		PRODUCTS OF ANIMALS.		VEGETABLE FOOD.		OTHER AGRICULTURAL PRODUCTS.		MANUFACTURES.			
	Tons of Lumber.	Tons of Anthracite Coal.	Tons Bituminous Coal.	Tons Bacon.	Tons Miscellaneous.	Bbls. Flour.	Tons Miscellaneous.	Tons Leaf Tobacco.	Tons Miscellaneous.	Tons Agricultural Implements.	Tons Iron.	Tons Castings & Machinery.	No. one-horse Carriages.	
Atlee's.....	25.40			.48	.02	2	1.32		1.19	15				
Peake's.....	2.46			13.01	.06	13	9.77		25.11	1.43	2.74	3.05	2	
Hanover Court House.....	16.77	.73	2.30	9.68	3.67	73	17.04		4.08	43	65	.18		
Wicham's.....			7.00	2.05	15		1.31		8.82	85	.35	.36	1	
Junction.....			.53	2.05	45.02	13	.38		.13	03	.10	.41		
Anderson's.....	3.08			34	17	1	.14		6.44	13	.53			
Noel's.....			1.34	69	.06	6		3.00	6.44	19	.06	.43		
Hewlett's.....	1.89		3.53	76	.03	4			10.60	1.56	5.79	43.74	2	
Beaver Dam.....	30.98	.78	37.88	6.89	1.77	94	.72		1.15	.39	2.09	1.07		
Bumpas'.....	3.30		8.75	4.86	1.69	6	.48		13.93	79	4.51	4.16	1	
Frederick's Hall.....	1.85	43.60	32.50	14.07	1.68	25	.66	58.93	59.69	67	7.18	1.64	1	
Tolersville.....	3.90	7.04	4.00	14.36	10.39	95	.48	.61	6.46	89	11.69	2.63		
Louis Court House.....		10.23	31.67	13.89	7.90	13	.93		8.82	23	5.31	2.93		
Trevilian's.....		.55	6.05	2.65	1.49	8	2.44		147.04	3.48	69.34	10.00	13	
Gordonville.....	140.30	.68	64.44	38.39	870.64	313	790.33	.05	2.03	.11	1.99	.55		
Lindsey's.....				1.51	.38	6	.64		3.46		9.76	.90		
Cobham.....				1.14	.67	14	2.01		3.97	.53	1.39	.01		
Kewick.....				3.53	.69		.43		43		.36			
Shadwell.....				1.63	.11		.66		32.56	1.66	32.99	10.01	9	
Charlottesville.....	2.80	888.56	549.99	19.75	22.06	13	18.84		2.84	13	1.46		1	
Ivy Depot.....		14.05	7.37	.69	9.97	1	1.29		.68	.13	1.96	6.75		
Mechum's River.....		9.83	5.94		3.04		1.03		.30		.61	.68	1	
Greenwood.....				.55	.91		.53		.44		.19			
Afton.....				.55	1.69		.53		2.46	.16	2.68	.88		
Waynesboro'.....	.21	.68	8.16	.16	17.51		2.59		.49		.36			
Fishersville.....	.93			.18	1.97		1.69		.43		.36			
Shannon.....	.24	34.76	91.29	96.69	132.48	229	195.39	1.12	86.63	1.66	47.93	31.07		
Swings'.....		1.46	1.31		7.97		1.96		.63	.06	1.53			
Pond Gap.....				3.78	.28		.45							
Craigville.....				.11	.03		.19		.11	.43				
Gotham.....				.03	.39	2	.69		.58		.40			
Hubers'.....				5.06	14.79	2,896	3.46		.16		2.06	.99		
Jackson's River.....			8.75	78.64	158.39	1,066	14.31		2.61	8.37	27.00	7.64	9	
Total.....	293.76	975.96	873.37	579.67	1,106.96	4,770	1,002.51	65.45	329.50	24.46	223.43	117.51	24	

## G—Continued.

Showing the different Articles of Freight sent from Richmond to the different Stations on the Road during the year ending September 30, 1881.

STATIONS.	MANUFACTURES-- (Continued.)				MERCHANDISE.				OTHER MISCELLANEOUS ARTICLES.			
	No. two-horse Carriages.	Kegs of Powder.	Tons Miscellaneous.	Tons Dry Goods.	Tons Groceries and Liquors.	Bbls. Whiskey.	Tons Miscellaneous.	Tons Flour.	Tons Grain.	Tons Wheat.	Tons Salt.	Tons Miscellaneous.
Atlee's.....	1	1	1.22	.01	.....	1	.21	.45	38.94	1.60	.....	52.35
Baker's.....	1	1	.53	2.01	.06	.....	1.15	.85	13.51	.....	.....	9.42
Beaver Court House.....	1	1	21.83	2.01	11.57	136	38.54	21.57	145.73	49.90	18.14	167.83
Wicham's.....	1	1	.88	.55	.20	6	1.38	3.20	.....	.....	1.61	.....
Junction.....	1	1	21.99	.05	1.43	2	3.31	4.28	3.73	11.76	1.15	1.65
Anderson's.....	1	1	2.17	.....	.14	23	3.52	2.38	6.17	.....	1.60	39.41
Noel's.....	1	1	2.85	.....	.81	1	2.52	1.55	96.63	9.30	3.52	9.95
Hewlett's.....	1	1	.85	.....	1.52	1	3.79	2.90	1.48	6.10	2.43	.....
Beaver Dam.....	1	1	17.23	2.48	14.91	179	28.43	16.60	145.77	19.08	27.86	12.82
Bumpass.....	1	1	8.35	2.13	6.66	13	12.70	8.89	53.19	5.30	9.67	4.38
Frederick's Hall.....	1	1	78.99	7.09	19.35	911	63.81	15.89	13.77	12.61	24.62	18.20
Tolersville.....	1	1	30.83	2.17	11.11	148	31.74	9.45	111.31	49.87	25.86	13.70
Louisa Court House.....	1	1	29.56	8.62	35.52	251	64.39	13.95	185.00	89.69	29.17	91.69
Trevilian's.....	1	1	19.32	3.93	19.56	145	43.01	5.39	70.38	83.07	37.73	15.24
Gordonville.....	1	1	1.92	26.05	85.32	1,129	1,827.16	97.93	294.72	40.18	414.94	54.44
Linday's.....	1	1	7.02	1.15	4.81	61	9.43	1.03	11.60	14.10	9.20	19
Cobham.....	1	1	10.35	2.52	9.61	24	19.87	6.20	25.32	16.00	20.00	9.67
Keewick.....	1	1	4.59	.65	4.43	29	12.99	8.85	30.84	5.00	11.01	7.67
Shadwell.....	1	1	.34	.65	9.87	41	4.19	.64	5.98	.....	9.49	19
Charlottesville.....	1	1	116.81	13.76	96.47	389	332.04	28.55	110.69	175.70	144.87	57.82
Ivy Depot.....	1	1	10.31	2.91	10.13	16	29.59	1.06	64.40	29.51	35.37	1.93
Mechum's River.....	1	1	14.09	5.53	29.90	93	22.74	1.33	8.70	38.51	44.91	1.72
Greenwood.....	1	1	7.14	.....	8.62	9	18.55	1.24	1.39	38.75	14.62	11.47
Afco.....	1	1	2.40	1.48	4.48	7	10.90	1.00	1.37	9.18	14.82	1.87
Waynesboro'.....	1	1	36.30	12.16	38.50	13	80.81	7.97	2.81	261.64	35.43	1.72
Fairview.....	1	1	4.43	1.76	10.40	4	13.35	2.45	1.33	6.00	27.69	1.12
Staunton.....	1	1	415.56	33.57	169.67	386	831.97	43.16	13.66	49.04	555.70	965.67
Swoope's.....	1	1	7.52	2.23	12.00	1	12.62	2.72	29.65	33.69	35.49	1.45
Pond Gap.....	1	1	.52	.52	1.31	.....	3.67	.90	.....	.....	.....	.....
Craigsville.....	1	1	1.09	.55	1.37	.....	3.67	.90	.....	.....	.....	.....
Goshen.....	1	1	26.38	7.70	17.57	44	52.31	1.00	1.75	9.46	26.36	3.83
Millboro'.....	1	1	51.31	6.53	25.09	44	183.08	1.92	.48	4.67	187.35	1.00
Jackson's River.....	1	1	237.23	44.77	153.31	512	465.87	29.08	.48	21.87	187.35	16.17
Total.....	118	988	9,232.97	185.84	798.28	3,819	4,932.41	264.81	1,289.60	1,092.47	1,851.31	778.52

**STATEMENT H.—Tonnage received at and sent from the different Stations in each month of the Fiscal Year ending September 30th, 1881.**

Name of Station.	October.		November.		December.		January.		February.		March.	
	Rec'd.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.
Richmond.....	2,385.44	3,996.06	2,113.79	1,660.98	655.54	865.59	829.92	1,001.76	2,993.81	1,045.37	2,186.97	1,419.78
Allen's.....	39.67	21.96	21.96	.05	7.79	.....	3.54	.....	17.53	.....	19.98	.....
Pake's.....	19.77	35.71	5.63	.....	6.67	.....	1.04	.....	1.50	.....	21	.....
Hanover C. H.....	169.04	114.66	107.57	186.12	17.46	103.97	18.92	13.31	51.49	261.63	191.53	291.35
Wickham's.....	17.74	.....	1.29	.....	93	.....	93	.....	1.08	.....	6.23	3.93
Junction.....	9.68	27.90	10.49	8.64	9.39	4.61	3.72	5.69	14.14	9.16	26.45	10.30
Anderson's.....	14.50	36	7.66	11.41	1.87	11	1.90	.....	6.12	11.66	27.03	.....
Noel's.....	36.59	8.70	3.67	9.96	5.94	16	9.36	3.36	2.55	84.90	2.46	.....
Hewlett's.....	.....	3.23	3.57	1.12	8.72	.....	1.51	1.69	2.07	7.68	7.37	.....
Beaver Dam.....	212.90	194.18	43.56	48.44	28.29	9.06	19.01	11.53	57.51	79.11	34.41	4.96
Bumpass.....	61.86	36.61	16.40	5.51	5.33	88	6.18	8.53	6.45	43.90	35.02	54.05
Frederick's Hall.....	195.45	159.50	109.86	151.99	83.45	43.70	48.43	31.69	83.63	151.96	72.33	14.97
Tolersville.....	117.57	137.37	92.90	138.43	24.69	49.60	31.69	33.48	72.86	185.36	63.89	83.71
Louisa C. H.....	241.16	174.87	167.72	193.59	71.70	30.34	53.39	32.48	63.33	293.52	96.30	84.94
Trevilian's.....	66.38	929.88	99.45	349.39	52.88	41.26	34.68	49.44	35.69	359.58	93.81	101.08
Gordonville.....	338.97	768.45	194.38	573.05	81.20	271.09	89.64	183.94	185.21	778.43	190.10	894.46
Lindsey's.....	19.08	77.17	9.61	59.24	5.78	11.59	7.10	14.79	10.51	50.30	23.81	60.01
Cobham.....	45.31	29.10	16.37	79.60	8.64	50.07	7.73	64.59	16.89	165.58	28.66	105.96
Kewick.....	43.07	162.78	7.00	67.13	5.49	12.59	7.73	10.85	8.11	101.23	89.13	36.13
Shadwell.....	34.01	51	7.36	91	6.65	1.34	3.15	1.51	4.00	7.05	.....	.....
Charlottesville.....	904.33	144.97	613.34	86.30	305.03	44.48	375.69	86.30	255.76	395.06	631.95	345.57
Ivy Depot.....	140.46	57.35	82.70	53.37	11.94	96.65	21.53	19.53	99.46	158.49	119.21	142.16
Mechum's River.....	53.14	63.29	87.59	88.63	21.54	19.44	33.28	45.34	34.15	58.41	96.45	192.57
Greenwood.....	53.83	72.54	27.09	42.58	8.16	16.96	9.96	9.36	28.83	36.89	46.28	33.26
Atton.....	20.48	16.19	12.40	26.88	6.16	16.57	5.64	8.95	6.32	15.31	15.31	46.08
Waynesboro'.....	205.20	205.20	229.67	240.54	30.97	205.18	37.00	59.77	28.86	67.98	115.06	183.59
Fishersville.....	16.05	111.54	15.67	43.13	3.39	55.67	1.76	96.77	1.70	32.78	19.74	186.41
Staunton.....	662.46	320.50	337.43	311.93	316.89	956.09	376.19	294.66	196.03	293.97	975.75	324.16
Swanton.....	17.66	46.81	38.50	51.15	8.66	30.18	9.19	33.36	91.24	47.60	6.04	57.29
Pond Gap.....	5.62	77.81	9.27	49.60	1.74	71.74	1.45	3.48	5.87	31.62	5.72	32.59
Cragsville.....	3.78	21.15	19.02	9.93	1.13	59.11	1.45	19.14	5.97	20.14	2.48	27.43
Golden.....	46.25	44.30	19.02	35.37	87.03	94.73	8.75	93.43	7.49	58.91	19.01	35.76
Millboro'.....	60.25	62.15	52.13	41.36	19.95	8.43	99.82	6.11	19.35	30.91	53.07	64.63
Jackson's River.....	507.15	39.61	394.77	10.09	199.57	5.66	287.15	4.53	216.73	4.73	840.77	11.11
<b>Totals.....</b>	<b>6,987.08</b>	<b>6,687.06</b>	<b>4,603.46</b>	<b>4,603.46</b>	<b>2,315.43</b>	<b>2,315.43</b>	<b>2,179.86</b>	<b>2,179.86</b>	<b>4,659.23</b>	<b>4,659.23</b>	<b>4,808.77</b>	<b>4,809.77</b>

STATEMENT H, Continued.—Tonnage received at and sent from the different Stations in each month of the Fiscal Year ending September 30th, 1861.

NAMES OF STATIONS.	April.		May.		June.		July.		August.		September.	
	Re'd.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.
Richmond.....	1,111.11	1,004.81	2,461.12	1,284.58	1,577.68	1,578.90	1,577.45	738.38	1,948.32	2,936.86	1,619.76	2,673.67
Atlee's.....		9.90	14.10			.36						
Peake's.....		.74	2.17									
Frederick's H.....	44.33	33.06	34.07	142.66	36.43	19.95	6.41		.5			37.30
Wickham's.....		.09		12.94	18.68	4.72		4.63	5.44	35.92	9.05	
Junction.....	1.83	53.27	13.51		8.50		78.92	1.56	77.13	738.37	9.75	1,013.00
Anderson's.....	7.00	4.32	10.00	.17	1.58			1.95			.06	1.83
Noel's.....	3.06	3.58	1.79	.76	1.62			.85			.32	
Hewlett's.....	4.23	4.71	2.09	.51	2.49	.04		1.02			.05	
Beaver Dam.....	35.14	32.05	30.00	24.34	7.85	35.69	12.98	3.71			6.18	136.33
Lumpass.....	15.75	4.76	10.37	2.85	5.57	93.29	1.10	7.78			2.35	18.36
Frederick's Hall.....	85.07	83.20	45.25	45.65	33.37	20.33	9.76	13.33	92.03	53.86	33.73	208.60
Totersville.....	53.37	34.40	17.56	24.00	28.17	14.16	12.86	1.75	6.92	140.65	14.06	43.66
Louisa C. H.....	73.07	47.64	53.75	30.94	26.30	21.04	1.55	7.67	18.91	44.90	27.03	138.76
Trevilian's.....	62.32	38.43	39.94	27.40	16.65	17.17	18.01	5.70	14.91	23.50	49.07	110.94
Gordonsville.....	594.6	205.23	418.34	792.81	884.92	931.55	490.75	1,141.10	9,368.92	446.80	2,895.17	533.26
Landay's.....	4.07	12.41	6.53	16.89	5.63	1.05	.08	.94	4.04	3.97	25.80	9.21
Cobham.....	36.79	98.87	14.55	3.21	9.85	3.98	1.11	.68	14.04	4.04	8.13	3.46
Keswick.....	47.19	12.34	15.11	38.68	1,202	9.89	1.73	2.24		.73	10.45	19.54
Shadwell.....	9.04		1.65		.58	.12						
Charlottesville.....	129.90	294.23	455.81	71.36	115.66	119.13	125.90	44.75	288.61	437.76	109.04	615.74
Ivy Depot.....	31.40	9.48	20.38	48.13	11.32	23.07	.91	1.73	5.75	34.05	35.55	19.54
Mechum's River.....	40.73	57.63	10.41	53.09	3.35	7.39	3.01	3.56	3.54	16.81	3.06	32.97
Greenwood.....	5.92	46.95	6.96	10.44	5.73	9.30	21.62	1.53	9.66	18.58	7.50	57.18
Afton.....	57.41	32.10	8.49	6.12	4.84	3.81	.58	.71	1.48	10.61	5.47	15.73
Wyneshore.....	24.75	65.18	63.52	194.01	37.37	76.82	21.78	6.13	27.70	152.24	20.87	69.86
Fishersville.....	33.17	19.97	14.35	56.84	5.43	96.85	1.51	.87	1.57	33.00	1.91	384.67
Staunton.....	307.25	192.50	906.09	495.01	474.33	179.88	172.16	454.35	713.14	240.75	384.67	244.50
Swoope's.....	21.64	10.32	13.43	4.32	4.92	47.19	5.34	1.78	22.93	19.62	6.39	50.18
Fond Gap.....	17.11	4.83	4.79	62.61	2.78	59.11	52.55	1.43	114.57	114.57	1.93	3.41
Craigsville.....	94.33	5.35	2.14	2.81	1.07	1.61	2.05	.99		2.18	.68	31.33
Goanville.....	27.40	23.95	8.59	896.93	8.59	34.04	7.84	5.64	7.84	31.16	4.18	28.07
Millboro'.....	51.54	26.94	34.43	10.74	10.74	29.46	6.16	117.83	455.76	7.08	444.84	13.96
Jackson's River.....	42.53	233.37	159.41	25.16	130.62	115.32	23.77	99.36	300.51	919.57	537.13	32.18
Totals.....	2,942.77	2,942.77	4,379.07	4,379.07	3,494.80	3,494.80	2,665.82	2,665.82	5,602.39	5,601.59	6,573.68	6,573.63

## STATEMENT I.

TONNAGE SENT WEST FROM STAUNTON.						TONNAGE SENT WEST FROM GORDONSVILLE.					
MONTHS.	Flour Barrels.	Bacon. Tons.	Corn and Meal. Tons.	Miscella- neous. Tons.	Total. Tons.	Powder. Kgs.	Plaster. Tons.	Guan. Tons.	Miscella- neous. Tons.	Total. Tons.	
October, . . .	779	.03	14.94	37.72	136.82	1	183.00	82.75	71.83	337.59	
November, . .	414	.02	13.33	10.92	68.98	1,001	78.00		12.61	143.53	
December, . .	468	.40	7.74	13.68	72.86		26.25		38.25	63.50	
January, . . .	592		7.08	14.93	85.94		22.00	.15	27.14	49.29	
February, . . .	607	3.53	4.37	8.00	81.46	1,000	132.00	2.58	22.32	169.40	
March, . . .	745	1.27	1.60	37.04	120.37		400.65	7.60	74.12	492.27	
April, . . .	311	3.55		28.86	65.99	999	270.00	3.25	41.59	339.82	
May, . . .	160	.49		17.87	35.64		48.00	169.00	55.64	272.54	
June, . . .	11	1.03		21.69	23.91				9.89	9.89	
July, . . .	302	14.22		61.30	108.15				5.72	5.72	
August, . . .	301			66.52	98.04				13.69	13.69	
September, . .	808			36.77	124.03				10.74	10.74	
	5,498	24.54	49.06	354.30	1,021.67	3,001	1,158.90	265.23	389.44	1,888.09	



**STATEMENT J.—Classification of Tonnage.  
TONNAGE.—PRODUCTS OF THE FOREST.**

	GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
1860.												
October.....	.....	156.47	156.47	2,040.63	.....	86.41	86.41	3,631.70	.....	243.88	243.88	6,581.33
November.....	.....	169.89	169.89	2,478.51	.....	134.57	134.57	3,831.35	.....	304.46	304.46	6,307.86
December.....	.....	52.99	52.99	756.95	.....	53.33	53.33	5,612.17	.....	136.83	136.83	6,869.12
1861.												
January.....	.....	37.06	37.06	451.99	.....	1.78	2.01	115.36	.....	35.84	39.07	567.35
February.....	.....	163.96	163.96	1,850.10	.....	48.38	49.38	1,113.94	.....	915.36	915.36	2,063.34
March.....	.....	131.03	131.03	2,993.80	.....	58.83	59.39	9,537.37	.....	166.86	199.39	4,900.07
April.....	.....	35.96	35.96	993.43	.....	16.78	16.83	1,353.08	.....	53.74	58.70	1,656.50
May.....	.....	34.53	34.53	982.30	.....	21.90	21.90	1,715.08	.....	58.13	58.13	1,977.33
June.....	.....	5.70	5.70	371.73	.....	19.50	19.50	840.50	.....	23.90	25.20	719.93
July.....	.....	60.63	60.63	4,624.63	.....	.....	.....	84.17	.....	60.66	60.63	4,694.68
August.....	.....	14.14	14.14	877.44	.....	4.43	4.43	84.17	.....	19.57	18.57	1,471.61
September.....	.....	67.54	67.54	4,878.98	.....	19.92	19.92	1,179.58	.....	87.46	87.46	6,058.56
Total.....	.....	929.65	929.65	22,165.86	1.38	496.73	498.11	21,593.50	1.38	1,496.38	1,497.76	43,689.36

**J—Continued.**  
**TONNAGE.—PRODUCTS OF MINES.**

	GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
1860.												
October.....	.....	464.53	464.53	44,879.94	.....	80.84	80.84	9,445.56	.....	545.35	545.35	54,394.99
November.....	.....	295.42	295.42	28,095.58	.....	53.36	53.36	7,781.00	.....	343.78	343.78	35,467.50
December.....	.....	130.06	130.06	19,131.27	.....	62.97	62.97	6,590.55	.....	192.05	192.05	18,711.52
1861.												
January.....	.....	306.57	306.57	98,990.44	.54	39.00	30.54	1,795.30	.54	334.57	337.11	39,785.74
February.....	.....	164.63	164.63	15,448.36	.....	91.59	91.59	1,297.78	.....	196.13	196.13	15,746.14
March.....	8.75	136.08	136.83	12,118.40	.....	11.27	11.45	335.67	8.63	141.45	150.98	12,498.69
April.....	.....	98.78	98.78	9,670.98	.06	7.00	7.00	169.90	.....	33.32	33.32	3,733.25
May.....	.....	193.76	193.76	11,949.95	.....	53.60	53.60	8,899.30	.....	177.36	177.36	19,451.43
June.....	.....	42.91	42.91	3,694.13	.....	326.32	320.23	91,078.68	.....	371.13	372.13	34,762.91
July.....	.....	13.13	13.13	1,621.17	.....	319.51	319.51	36,416.89	.....	334.63	334.63	36,940.16
August.....	.....	70.54	70.54	7,260.81	.....	366.30	366.30	27,479.73	.....	343.84	343.84	34,702.53
September.....	.....	64.15	64.15	5,865.19	.....	162.66	162.66	12,042.66	.....	327.01	327.01	18,597.90
Total.....	8.75	1,840.00	1,848.75	175,043.33	.63	1,379.93	1,400.25	194,636.96	9.37	3,329.93	3,349.00	399,670.86

## 55

55

J—Continued.  
TONNAGE.—VEGETABLE FOOD.

	GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
1860.												
October .....	4.03	931.89	235.92	19,491.95	.....	1,658.18	1,658.18	191,104.58	4.03	1,800.07	1,804.10	132,528.81
November .....	.37	168.51	16.88	7,123.35	.04	1,614.49	1,614.53	103,460.95	.41	1,783.00	7,783.41	116,583.40
December .....	.07	102.53	102.59	5,375.33	.....	517.31	517.31	36,338.35	.07	619.53	619.90	43,703.56
1861.												
January .....	.98	134.16	135.14	6,555.19	.....	395.85	395.85	20,946.13	.98	599.01	599.99	26,801.31
February .....	.13	105.66	105.79	5,590.85	.....	1,165.01	1,165.01	67,358.64	.13	1,390.67	1,390.80	73,649.49
March .....	1.96	174.37	176.33	8,399.52	.....	908.15	908.15	60,016.68	1.96	1,069.63	1,064.48	68,409.17
April .....	.35	87.50	88.15	3,680.54	.....	303.68	303.68	24,150.32	.35	391.46	391.83	27,830.66
May .....	8.91	101.66	110.59	7,498.05	.....	550.03	550.03	38,767.10	8.91	651.70	660.61	47,983.15
June .....	.62	236.92	237.54	14,541.59	.19	941.75	941.94	58,390.99	.81	478.67	479.48	40,162.86
July .....	.16	360.96	361.19	95,137.37	.....	93.19	93.19	8,774.38	.16	454.15	454.31	33,911.55
August .....	56.41	1,222.91	1,960.32	179,659.18	.....	499.59	499.59	23,749.30	56.41	9,353.50	9,400.91	196,390.48
September .....	4.87	1,222.59	1,698.16	87,339.31	.81	639.34	640.15	53,491.36	5.68	9,469.63	9,468.31	140,030.69
Total .....	78.96	5,351.67	5,390.53	356,513.63	1.04	8,786.56	8,787.60	590,773.74	79.90	13,978.93	14,056.13	947,986.37

## J-Continued.

## TONNAGE.—OTHER AGRICULTURAL PRODUCTS.

	GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
1860.												
October.....	.19	86.93	87.11	3,685.18	.19	975.88	976.07	94,323.01	.38	262.80	323.18	26,062.19
November.....	.....	86.86	86.86	3,683.25	.....	978.31	978.31	18,946.81	.....	975.07	975.07	22,630.18
December.....	.....	32.67	32.67	2,539.57	.....	97.16	97.16	6,932.65	.....	149.83	149.83	11,473.33
1861.												
January.....	.....	30.76	30.76	1,967.85	.08	186.85	186.93	15,185.34	.08	917.61	917.69	17,153.19
February.....	1.30	60.48	61.78	3,060.46	.38	1,228.96	1,229.34	191,446.13	1.58	1,589.44	1,591.02	194,700.58
March.....	.35	128.89	129.14	5,685.45	.....	950.47	950.47	80,860.36	.35	1,058.36	1,068.61	86,663.61
April.....	.....	58.56	58.56	2,441.34	.05	620.93	620.98	47,941.83	.05	679.54	679.54	50,283.17
May.....	.....	32.88	32.88	1,473.46	.....	926.95	926.95	1,016.17	.....	984.63	984.63	9,489.63
June.....	.75	18.48	19.23	1,658.45	.....	915.73	915.73	23,317.49	.75	234.91	234.96	24,975.67
July.....	.....	5.06	5.06	326.88	.....	85.83	85.83	7,204.91	.....	90.91	90.91	7,731.77
August.....	.....	9.48	9.48	213.44	.....	180.37	180.37	14,894.73	.....	194.85	194.85	15,063.17
September.....	.....	194.88	194.88	9,570.02	.....	930.47	930.47	30,973.53	.....	353.39	353.39	30,545.84
Total.....	2.49	655.26	667.87	35,325.43	.60	4,941.11	4,941.71	386,539.18	3.00	5,506.49	5,509.58	421,874.61

J-Continued.  
TONNAGE.—MANUFACTURES.

GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
1890.											
76.44	380.86	457.30	50,894.71	1.01	115.92	116.93	7,716.06	77.45	496.06	573.53	56,510.79
36.44	190.68	227.12	25,507.01	.06	55.40	55.46	3,513.14	36.50	946.08	982.58	92,030.15
11.19	82.57	93.76	9,238.53	.10	72.15	72.25	4,118.39	11.39	154.72	166.11	12,366.39
1891.											
23.43	140.38	163.80	16,065.15	.....	46.19	46.19	2,727.62	93.49	146.57	240.09	19,698.17
17.14	139.11	139.25	14,210.23	.13	48.95	49.07	2,668.37	17.36	171.06	188.39	17,078.59
31.84	136.90	146.74	15,068.53	.18	73.45	73.63	5,041.09	92.03	500.35	592.37	50,159.41
8.66	109.31	118.07	10,619.87	.....	112.95	112.95	10,309.88	8.66	292.16	300.83	31,159.75
12.06	196.39	310.36	17,403.85	.....	103.77	103.77	8,342.37	19.06	303.97	315.03	35,746.98
30.35	333.27	393.63	41,111.36	.....	504.87	543.73	44,770.74	69.31	967.14	1,036.35	85,962.10
95.05	393.83	357.86	33,544.74	1.18	77.64	76.89	5,453.13	98.53	410.47	509.00	52,899.37
36.53	409.87	445.09	36,575.73	4.89	163.67	168.56	11,359.70	41.11	572.54	613.65	47,533.48
57.04	464.02	531.06	50,501.09	9.31	161.39	163.90	11,332.55	59.35	655.41	714.76	61,864.63
\$56.06	\$2,918.90	\$3,274.96	\$21,010.77	48.60	1,537.65	1,586.25	117,335.87	404.06	4,456.55	4,860.61	498,376.04

**J—Continued.**  
**TONNAGE.—MERCHANDISE.**

GOING WESTWARD.					GOING EASTWARD.					GOING IN BOTH DIRECTIONS.				
Through.	Way.	Total.	Mileage.		Through.	Way.	Total.	Mileage.		Through.	Way.	Total.	Mileage.	
1890.														
October .....	597.63	746.43	91,984.86	35	74.74	75.09	9,032.31	9,032.31	149.15	672.37	672.37	821.53	100,917.17	
November .....	304.54	373.73	43,700.18	35	50.55	50.90	5,601.19	5,601.19	69.54	355.09	355.09	494.63	49,301.37	
December .....	227.97	287.84	27,901.37	30	57.33	57.63	6,795.11	6,795.11	40.17	285.39	285.39	325.47	34,886.38	
1891.														
January .....	529.26	933.48	33,048.35	.....	24.47	24.47	9,261.48	9,261.48	54.90	863.75	863.75	817.85	35,409.59	
February .....	298.98	315.15	32,971.25	.....	49.04	49.04	5,023.16	5,023.16	46.93	311.01	311.01	357.93	37,994.41	
March .....	342.08	431.81	49,709.47	.....	61.67	62.44	7,536.19	7,536.19	90.50	403.75	403.75	494.25	57,245.57	
April .....	417.73	501.16	56,624.49	.....	19.53	19.56	2,083.02	2,083.02	83.66	435.98	435.98	529.62	59,967.49	
May .....	320.05	391.32	47,633.13	.....	27.31	27.32	3,115.52	3,115.52	71.46	531.35	531.35	609.84	67,200.39	
June .....	428.98	454.14	48,383.69	45 06	17.281	17.281	2,117.57	2,117.57	70.28	840.49	840.49	971.41	108,509.24	
July .....	494.41	517.04	51,316.17	7.40	23.60	31.00	3,666.39	3,666.39	30.03	518.01	518.01	548.04	64,883.46	
August .....	798.05	783.45	77,673.80	18.65	54.70	83.95	7,924.36	7,924.36	73.93	792.75	792.75	866.04	83,786.26	
September .....	1,028.44	1,101.97	107,903.98	4.83	74.98	79.76	8,761.86	8,761.86	78.30	1,103.37	1,103.37	1,181.73	116,065.16	
Total .....	5,397.39	6,177.50	669,309.15	72.05	876.63	954.97	98,871.23	98,871.23	898.16	6,374.21	6,374.21	7,132.37	708,060.66	

**J--Continued.**  
**TONNAGE.—OTHER ARTICLES.**

GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
Through.	Wey.	Total.	Mileage.	Through.	Wey.	Total.	Mileage.	Through.	Wey.	Total.	Mileage.
1890.											
October.....	1,684.97	1,735.36	119,681.10	15.78	68.99	79.77	6,864.10	66.17	1,748.96	1,815.13	136,745.90
November.....	738.30	772.23	74,535.37	.16	70.19	70.35	3,761.31	34.19	898.39	943.58	78,599.58
December.....	339.84	384.53	45,087.73	.14	68.40	53.54	9,360.79	44.83	903.94	438.07	47,348.59
1891.											
January.....	234.43	256.58	98,991.89	.....	19.58	13.49	884.38	22.15	946.95	969.10	59,876.35
February.....	522.84	536.86	37,346.36	.40	53.76	53.18	2,670.45	13.43	576.62	590.04	40,016.61
March.....	1,133.45	1,148.87	67,399.39	.47	107.56	106.05	6,675.56	15.89	1,941.03	1,956.93	74,044.85
April.....	716.96	741.06	47,758.78	4.94	35.37	40.31	2,400.87	29.04	769.33	781.37	51,259.65
May.....	703.93	716.87	50,392.04	8.40	72.71	81.11	8,504.04	32.34	775.64	797.98	58,796.06
June.....	350.22	361.60	57,743.81	.....	85.77	85.77	9,973.81	11.38	435.00	447.37	60,716.69
July.....	119.04	116.53	8,235.70	1.70	8.84	10.54	1,881.46	6.18	180.86	187.08	9,117.16
August.....	403.19	407.06	36,965.08	5.69	56.35	61.94	5,115.23	9.56	459.44	469.00	32,083.31
September.....	373.93	387.71	36,323.99	.55	96.43	96.98	6,683.57	14.33	470.35	484.68	42,987.56
Total.....	7,314.00	7,565.95	600,837.14	38.23	715.73	753.96	59,754.65	269.49	8,039.73	8,319.31	651,591.09



**J-Continued.**

	GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Miles ge.	Through.	Way.	Total.	Mileage.
1880.												
October.....	288.39	3,739.53	4,027.92	328,846.08	34.13	2,605.13	2,639.26	598,544.93	322.42	6,344.66	6,667.08	547,391.41
November.....	149.28	1,972.85	2,122.13	190,580.01	9.39	2,478.96	2,488.35	180,461.34	151.67	4,451.81	4,603.48	371,047.35
December.....	96.54	1,013.85	1,110.39	105,129.00	3.12	1,301.91	1,305.03	92,814.70	99.66	9,315.76	9,415.42	197,943.70
1881.												
January.....	109.92	1,448.60	1,558.52	119,456.36	2.03	919.31	921.34	69,586.62	111.95	2,067.91	2,179.86	189,023.49
February.....	81.28	1,144.30	1,225.58	113,009.39	3.42	3,130.28	3,133.70	922,507.30	84.70	4,574.58	4,659.28	326,176.69
March.....	144.60	2,300.90	2,445.50	165,821.58	2.98	2,461.29	2,464.27	191,278.15	147.58	4,899.77	5,047.35	356,789.73
April.....	118.90	1,500.57	1,619.47	128,880.47	40.40	1,182.90	1,223.30	101,929.68	159.30	2,683.47	2,842.77	290,810.15
May.....	109.26	1,577.98	1,687.24	142,019.10	17.21	2,574.62	2,591.73	285,821.05	136.57	4,159.50	4,296.07	327,940.15
June.....	94.87	1,168.92	1,263.79	107,000.26	95.72	1,692.99	1,718.71	148,381.76	180.59	3,394.31	3,494.80	245,383.12
July.....	78.32	1,798.21	1,876.53	164,129.19	19.14	779.29	789.29	68,960.96	90.46	9,575.39	9,665.83	323,690.15
August.....	308.47	3,902.83	4,411.30	357,914.41	36.72	1,455.37	1,492.09	190,921.60	244.19	5,358.99	5,603.29	478,826.01
September.....	325.77	4,306.64	4,444.41	364,250.22	19.84	1,869.38	1,889.22	137,953.99	255.61	6,016.02	6,273.63	502,274.21
Total.....	1,715.60	26,189.48	27,905.08	2,387,383.67	989.10	22,919.19	23,488.29	1,928,623.09	1,984.70	48,406.27	50,393.37	4,316,015.70

## STATEMENT K.

Showing the amount of Charges on Freight received at and sent from each Station on the Road during the fiscal year ending September 30th, 1881.

STATIONS.	Sent From.	Received at.	Total Sent and Received.
Richmond.....	\$90,793 50	\$105,414 21	\$196,207 71
Atlee's.....	2 01	140 23	142 24
Peake's.....	66 91	53 61	114 52
Hanover Court House.....	2,675 55	1,903 85	3,679 40
Wickham's.....	8 48	99 03	107 51
Junction.....	365 65	716 36	1,082 01
Anderson's.....	78 06	154 40	232 46
Noel's.....	317 70	147 78	465 48
Hewlett's.....	101 43	93 50	194 93
Beaver Dam.....	1,839 02	1,399 93	3,238 95
Bumpass'.....	684 47	536 75	1,221 22
Frederick's Hall.....	4,382 89	3,012 96	7,395 15
Tolersville.....	3,952 61	1,640 43	5,593 04
Louis Court House.....	4,278 02	3,437 43	7,715 45
Trevillian's.....	6,301 21	1,945 92	8,247 13
Gordonsville.....	\$5,176 38	12,760 13	17,936 51
Lindsay's.....	1,047 49	557 85	1,605 34
Cobham.....	1,892 30	793 98	2,686 28
Keswick.....	992 60	631 19	1,623 79
Shadwell.....	23 76	305 56	329 32
Charlottesville.....	9,347 86	16,199 18	25,547 04
Ivy Depot....	3,674 66	1,670 15	5,344 81
Mechum's River.....	2,888 04	1,465 54	4,353 58
Greenwood.....	1,585 59	997 01	2,582 60
Afton.....	1,293 14	524 63	1,817 77
Waynesborough.....	8,558 56	4,021 84	12,580 40
Fishersville.....	2,037 55	636 86	2,674 41
Staunton....	16,394 52	23,064 88	39,459 40
Swoope's.....	2,703 60	1,184 12	3,887 72
Pond Gap.....	2,562 43	263 94	2,826 37
Craigsville.....	439 24	126 79	566 03
Goshen.....	1,865 39	1,967 12	3,832 51
Millborough.....	1,315 35	3,100 71	4,416 06
Griffith's.....	27	13 69	40 69
Jackson's River.....	3,301 27	21,678 65	24,979 92
	\$212,659 62	\$212,850 62	\$425,510 24

## K-Continued.

## FREIGHT RECEIPTS AND DEDUCTIONS NOT INCLUDED IN THE ABOVE STATEMENT.

Account against State of Virginia for transportation of Army supplies, &c., in the month of May, 1861.....	\$3,902 00	
June, 1861.....	1,416 41	\$5,378 50
Account against Confederate States for transportation of Army supplies, &c., in the month of July, 1861.....	18,976 39	
August, 1861.....	4,967 00	
September, 1861.....	9,000 00	
Amount per statement above.....		39,343 39
		212,859 62
		\$257,481 51

## DEDUCTIONS.

For freight refunded in October, 1860.....		1 35
For amount collected on forwarded goods, and amount refunded for stock sent to Agricultural Fair in November, 1860.....		785 78
For amount collected on forwarded goods in December, 1860.....		356 43
For amount collected on forwarded goods in January, 1861.....		137 85
For freight refunded on vegetables sent to White Sulphur Springs in March, 1861.....	40 00	
For Orange and Alexandria Railroad, charges collected in March 1861.....	50 00	
		90 00
For amount collected on forwarded goods in April, 1861.....	184 12	
For Richmond, Fredericksburg and Potomac Railroad, charges on freight carried on their road between Richmond and Hanover Junction in April, 1861.....	719 35	
For Orange and Alexandria Railroad, charges collected in April, 1861.....	69 25	
		972 72
For freight refunded in May, 1861.....	5 15	
For Orange and Alexandria Railroad and Manassas Gap Railroad, charges in May, 1861.....	3,652 72	
		3,657 87
For freight refunded in June, 1861.....	32 70	
For Manassas Gap Railroad, charges in June 1861.....	881 45	
For Orange and Alexandria Railroad, charges in June, 1861.....	912 92	
For amount deducted from State account in June, 1861.....	28 23	
		1,855 30
For amount collected on forwarded goods in July, 1861.....	269 88	
For amount deducted from Confederate State account in July, 1861,	43 43	
For Orange and Alexandria Railroad and Manassas Gap Railroad, charges in July, 1861.....	1,577 29	
		1,890 60
For Orange and Alexandria Railroad and Manassas Gap Railroad, charges in August, 1861.....		806 80
For Orange and Alexandria Railroad and Manassas Gap Railroad, charges in September, 1861.....		1,264 54
		11,890 23
Total freight earnings.....		\$245,582 28

# STATEMENT L.

Charges on Freight sent from Richmond each month, during the year ending September 30th, 1861.

MONTHS.	Allee's.	Peake's.	Hanover C. H.	Wickham's.	Junction.	Anderson's.	Noel's.	Hewlett's.	Beaver Dam.	Bumpass.	Frederick's Hall.	Tolsonville.	Louis C. H.	Trevillian's.	Gordonville.	Lindsay's.	Cobham.	Kewick.
1860.																		
October.....	\$5 78	\$23 44	\$37 40	\$42 50	\$19 31	\$33 73	\$60 05	\$3 96	\$487 20	\$193 28	\$961 27	\$315 47	\$889 15	\$431 60	\$1,508 86	\$77 04	\$209 33	\$167 48
November.....	25 19	9 03	131 26	5 19	12 30	15 93	9 81	13 54	105 15	45 23	311 24	149 69	973 11	137 19	558 07	50 53	61 86	28 04
December.....	6 67	8 87	59 72	1 75	9 57	6 08	13 86	5 00	88 77	99 10	901 26	88 66	184 83	77 31	351 33	31 33	22 43	35 74
1861.																		
January.....	6 16	2 47	67 20	2 55	5 30	5 91	7 28	8 05	84 06	23 63	155 76	86 51	185 03	86 87	477 40	23 37	34 29	17 85
February.....	11 67	4 77	98 20	3 10	23 00	14 66	16 04	8 39	118 56	39 97	177 13	939 59	933 85	90 81	685 77	43 76	51 91	33 75
March.....	13 29	1 77	159 23	16 67	9 40	98 03	11 03	16 36	113 53	80 04	521 66	207 54	936 54	957 14	708 50	63 53	67 04	54 59
April.....	7 85	1 97	55 37	10 96	10 53	6 65	12 35	13 40	101 76	19 15	987 88	173 63	166 26	781 28	781 28	16 06	69 66	18 62
May.....	19 88	3 56	76 27	11 11	12 00	21 85	5 63	8 55	96 46	39 63	168 47	66 15	191 11	131 03	1,915 92	31 46	65 23	23 30
June.....	.....	.....	39 41	13 36	11 44	5 89	6 43	9 24	56 32	17 33	709 64	57 18	80 58	46 81	1,243 27	34 13	19 23	21 55
July.....	.....	.....	13 15	.....	1 46	2 40	3 08	7 75	15 67	6 48	51 83	7 63	80 82	24 27	2,833 68	6 54	4 03	3 55
August.....	.....	.....	23 42	.....	.....	9 69	1 56	4 13	65 43	6 28	84 09	26 04	63 68	24 27	2,833 68	6 54	19 24	15 34
September.....	.....	.....	35 79	.....	1 36	9 69	1 56	4 13	65 43	6 28	84 09	26 04	63 68	24 27	2,833 68	6 54	19 24	15 34
Total.....	139 70	53 61	1,099 61	99 03	116 66	151 63	147 76	\$38 70	1,949 60	499 33	2,587 90	1,479 76	2,577 51	1,167 38	19,979 51	1,409 96	679 13	478 77

L-Continued.

Charges on Freight sent from Richmond each month, during the year ending September 30th, 1861.

MONTHS.	MONTHS.																Total.
	Shadwell.	Charlottesville.	Ivy Depot.	Mechum's River.	Greenwood.	Alton.	Waynesboro'.	Fishersville.	Stanton.	Swoope's.	Pond Gap.	Craigsville.	Goshen.	Millboro'.	Griffith's.	Jackson's River.	
1860.																	
October.....	945 97	\$2,897 74	2,360 98	249 45	903 94	891 96	\$736 39	\$146 50	\$3,917 37	\$135 15	\$87 39	\$40 89	\$601 03	\$679 89	....	\$4,349 81	
November.....	23 90	1,767 04	92 61	167 66	106 95	44 69	793 44	98 71	2,807 57	299 01	98 51	3 16	128 82	490 71	....	2,315 33	
December.....	34 81	856 16	41 88	99 15	33 19	30 37	121 59	50 54	1,601 56	40 06	89	3 96	214 18	132 44	88	1,044 43	
1861.																	
January.....	30 40	1,265 85	69 56	136 55	38 50	36 72	117 29	14 58	1,377 44	49 73	3 47	6 25	119 01	144 99	....	1,735 74	
February.....	11 97	1,066 94	84 18	136 59	18 41	21 67	124 76	13 19	1,348 16	100 89	30 55	5 25	66 65	141 46	1 54	1,944 76	
March.....	55 59	1,622 13	143 83	110 75	101 93	37 33	350 15	48 65	1,639 60	31 73	18 39	16 03	74 40	207 33	....	2,397 67	
April.....	11 50	980 20	133 68	60 87	128 09	42 40	283 55	33 19	1,697 88	95 54	6 08	3 23	245 90	279 73	....	1,793 86	
May.....	10 21	987 69	73 39	46 67	37 51	20 55	331 26	33 79	1,579 16	53 16	8 47	6 08	251 99	319 35	....	1,595 85	
June.....	.....	484 33	40 43	14 09	18 86	24 23	197 56	91 05	1,714 33	90 36	19 53	5 78	43 61	91 01	....	481 21	
July.....	.....	178 12	10 76	23 59	4 48	2 96	37 73	4 17	411 88	71	3 03	.....	13 36	73 24	....	151 46	
August.....	98	561 80	21 36	28 16	31 99	11 86	204 69	14 02	1,491 41	263 95	16 13	5 24	13 66	115 49	....	331 73	
September.....	.....	376 10	73 47	5 21	9 23	16 97	54 39	6 51	1,018 73	43 48	8 16	1 73	51 53	73 30	....	203 18	
Total.....	515 33	12,894 19	1,145 12	1,177 76	568 08	351 70	3,469 79	594 53	20,435 09	1,071 69	190 50	91 77	1,793 83	2,638 85	9 37	17,476 63	
																\$90,793 50	

# STATEMENT M.

Charges on Freight received at Richmond each month during the year ending September 30th, 1861.

MONTH.	Atlee's.	Peake's.	Handover C. H.	Wickham's.	Junction.	Anderson's.	Noel's.	Hewlett's.	Beaver Dam.	Bumpass.	Frederick's Hall.	Tolterville.	Lonias C. H.	Trevillian's.	Gordonville.	Lindsay's.	Cobbam.	Kewick.
1860.																		
October,	...	\$60.91	194.48	...	\$27.65	\$1.97	\$22.50	\$8.01	\$807.62	\$117.98	\$687.25	554.79	\$710.69	\$1,143.19	\$2,012.76	\$358.98	\$136.90	\$39.38
November,	...	...	352.12	...	88	29.21	25.59	24.24	193.71	17.98	519.06	540.03	703.06	1,370.38	1,981.64	37.48	34.40	28.93
December,	...	...	194.48	...	8.87	...	8.05	25	47.67	4.47	197.76	225.99	184.79	158.34	832.11	9.36	31.90	11.27
1861.																		
January,	...	...	254.45	...	7.67	89	8.98	7.65	34.47	30.54	161.43	146.72	174.18	288.86	758.83	57.30	215.19	4.36
February,	...	...	685.67	...	...	27.86	57.84	20.44	276.44	145.68	688.36	822.72	959.39	1,553.31	8,134.51	267.58	555.08	151.48
March,	...	...	482.67	\$8.48	18.93	...	84.24	15.18	173.62	62.33	352.71	240.12	462.49	686.25	1,920.79	34.48	231.78	57.02
April,	...	...	80.83	...	1.14	10.00	16.05	16.23	131.87	90.72	358.48	265.46	284.86	370.38	1,306.24	20.67	297.54	112.43
May,	25	...	249.41	...	12.83	25	7.08	2.16	81.78	19.64	199.62	104.34	99.05	94.85	3,928.82	62.15	3.38	13.97
June,	...	...	40.86	...	30	...	90	75	111.37	64.53	143.46	60.43	44.31	3.96	1,760.83	29.83	20.79	24.69
July,	...	...	14.05	...	50	72	6.31	5.64	16.09	6.31	65.71	48.98	8.36	34.93	1,563.28	77	14.83	19.33
August,	...	...	68.35	...	...	...	35.29	...	78.83	34.03	198.67	320.07	280.01	115.22	1,275.29	23.34	9.57	...
September,	...	...	50.54	...	72.94	4.60	49.67	28	340.80	61.34	701.60	514.11	280.88	407.08	1,689.54	37.43	28.43	51.49
	25	\$60.91	\$2,647.89	\$8.48	\$151.80	\$76.44	\$317.45	\$101.43	\$1,793.77	\$655.73	\$4,194.12	\$3,843.21	\$4,131.76	\$6,076.04	\$22,084.64	\$994.28	\$1,478.78	\$519.46

M-Continued.

Charges on Freight received at Richmond each month during the year ending September 30th, 1861.

Month.	Shadwell.	Charlottesville.	Ivy Depot.	Meachum's River.	Greenwood.	Atton.	Waynesboro'.	Falmouth.	Blanton.	Stroopers.	Pond Gap.	Craigsville.	Goshen.	Millboro'.	Jackson's River.	TOTAL.
1860.																
Oct.	\$2.50	\$607.69	\$308.56	\$389.22	\$430.68	\$70.91	\$1,231.82	\$241.60	\$1,703.08	\$167.36	\$285.01	\$2.34	\$139.99	\$44.46	\$402.81	\$12,442.74
Nov.	1.86	403.44	242.12	256.27	136.12	110.03	1,159.38	45.13	1,448.99	239.00	234.34	1.62	86.97	49.38	36.39	10,017.74
Dec.	25	243.95	150.39	99.77	78.50	97.88	963.96	128.80	1,212.56	167.48	241.26	7.36	70.04	107.95	51.52	6,582.02
1861.																
Jan.	3.91	508.83	146.70	177.28	15.94	32.32	287.57	144.60	908.14	201.59	38.62	8.17	21.87	90.33	36.14	4,773.60
Feb.	.....	2,453.55	972.77	585.92	197.92	331.55	314.10	38.17	788.15	182.92	2.89	2.00	112.90	47.41	54.73	15,074.13
March,	.....	2,037.74	834.89	509.60	137.11	281.93	914.37	36.56	1,429.98	294.26	11.14	4.74	57.05	42.57	48.50	11,459.17
April,	.....	729.16	208.64	212.42	38.81	169.47	224.19	129.13	673.40	173.02	76.08	77	42.38	13.07	249.56	6,168.06
May,	.....	415.36	264.47	300.69	105.37	48.37	728.80	120.74	1,285.84	166.28	304.14	2.33	214.00	69.17	226.95	12,685.86
June,	.....	88.92	48.65	78.30	87.77	17.23	432.06	48.23	1,095.34	261.69	266.42	3.32	239.00	187.45	786.16	7,614.78
July,	.....	125.04	3.43	19.82	94.01	2.97	79.39	4.60	456.10	60.64	270.38	1.33	79.40	33.51	191.54	4,694.62
Aug.,	.....	179.15	158.89	146.20	103.17	7.19	598.03	139.71	548.82	170.67	502.65	2.28	188.46	42.99	505.32	6,436.83
Sept.,	.....	443.10	163.97	180.41	89.48	33.85	673.34	114.33	771.18	173.03	17.30	27.79	95.75	47.87	196.40	8,465.15
	\$8.52	\$6,236.92	\$3,494.49	\$2,735.00	\$1,404.88	\$1,163.33	\$7,517.01	\$1,196.88	\$12,219.87	\$2,197.83	\$3,249.21	\$65.55	\$1,337.51	\$781.07	\$2,784.01	\$106,414.21

## STATEMENT N.

Charges on Freight sent from Country Stations each month, during the year ending September 30th, 1861.

MONTHS.	Alto's.	Peake's.	Hanover C. H.	Wickham's.	Junction.	Anderson's.	Noel's.	Hewlett's.	Beaver Dam.	Bumpass'.	Frederick's Hall.	Tolleville.	Louis C. H.	Trevillian's.	Gordonville.	Lindsey's.	Cobham.
1860.																	
October.....	90 91	80 91	\$196 83	.....	\$71 12	\$3 23	\$33 50	\$8 61	\$774 19	\$193 91	\$668 52	\$267 96	\$764 96	\$1,163 12	\$2,824 53	\$303 93	\$170 56
November.....	36	.....	255 57	.....	53 76	29 88	25 59	24 24	138 00	94 98	538 05	556 18	716 56	1,323 00	9,395 17	61 64	119 67
December.....	.....	.....	195 71	.....	13 38	44	3 05	25	50 01	5 52	209 99	231 44	147 09	173 03	1,155 35	19 61	83 89
1861.																	
January.....	.....	.....	284 77	.....	16 18	1 08	8 98	7 05	38 84	36 10	170 05	156 00	163 75	297 54	879 59	65 11	244 09
February.....	.....	.....	686 82	.....	19 50	57 96	87 84	20 44	280 34	149 63	644 55	825 96	973 73	1,496 53	2,576 56	273 01	633 29
March.....	.....	.....	486 96	8 48	31 11	.....	54 24	15 18	180 03	63 12	369 05	254 23	467 04	653 54	2,704 77	83 71	303 04
April.....	.....	.....	80 83	.....	9 70	10 00	16 05	16 32	137 39	90 72	358 93	268 11	391 53	373 04	9,017 96	91 17	312 43
May.....	25	.....	250 41	.....	42 57	1 36	7 28	9 16	68 76	19 89	300 37	106 96	119 59	191 26	8,038 53	64 71	4 39
June.....	.....	.....	42 05	.....	20 87	.....	9 90	7 25	113 66	69 45	156 54	65 61	55 46	30 94	3,515 41	31 93	30 04
July.....	1 40	.....	16 47	.....	6 48	72	6 31	5 64	17 01	7 97	67 02	55 07	9 67	35 23	3,946 19	17 77	15 08
August.....	.....	.....	68 60	.....	9 89	.....	25 29	.....	83 26	34 53	931 48	331 75	233 73	130 44	2,169 98	93 88	19 75
September.....	.....	.....	50 64	.....	116 15	4 66	49 67	.....	341 49	61 84	757 96	523 49	581 59	497 04	2,919 73	49 47	34 09
Total.....	9 01	80 91	2,575 55	8 48	265 65	78 96	317 70	101 43	1,839 03	684 47	4,362 89	3,929 61	4,378 09	6,301 91	35,176 83	1,947 49	1,693 30



## N-Continued.

*Charges on Freight sent from Country Stations each month, during the year ending September 30th, 1861.*

MONTHS.	Kewick.	Shadwell.	Charlottesville.	Ivy Depot.	Mechum's River.	Greenwood.	Alton.	Wagonesboro'.	Fishersville.	Stannton.	Swoope's.	Pond Gap.	Craigsville.	Goshen.	Millboro'.	Gith's.	Jackson's River.
1860.																	
October.....	\$169 91	\$3 80	\$733 31	\$330 44	\$397 75	\$447 36	\$ 86 01	\$1,280 59	\$239 85	\$2,351 23	\$365 64	\$237 98	\$51 17	\$296 90	\$150 79	.....	\$441 53
November.....	100 78	3 40	500 12	285 28	302 34	179 72	130 86	1,463 30	107 38	1,987 78	207 57	240 46	8 41	160 80	153 69	.....	78 79
December.....	23 04	3 21	290 22	164 17	107 32	92 25	110 46	1,215 57	202 57	1,688 99	230 65	231 98	54 69	123 87	115 95	.....	55 65
1861.																	
January.....	15 64	5 88	561 54	153 61	186 09	35 26	46 21	331 08	157 79	1,318 97	225 44	68 32	46 21	76 21	104 10	97	54 67
February.....	524 06	4 06	9,505 78	992 70	374 60	147 73	327 60	348 94	141 95	1,367 79	218 07	78 04	55 84	158 62	75 96	.....	67 88
March.....	79 20	75	2,178 17	848 48	527 58	144 72	275 35	964 69	307 00	2,008 67	311 78	49 97	91 88	115 83	138 37	.....	89 96
April.....	154 22	.....	631 85	221 74	226 84	41 13	161 63	598 88	98 50	869 34	198 07	94 43	48 08	76 88	61 10	.....	287 46
May.....	81 25	1 83	523 39	279 26	310 03	113 35	49 37	767 43	179 90	1,516 06	185 06	394 64	19 18	235 46	98 83	.....	374 23
June.....	30 64	83	123 87	65 45	81 55	73 64	19 29	490 32	179 00	1,162 91	263 95	390 17	7 97	256 30	211 30	.....	861 96
July.....	19 33	.....	193 44	7 16	25 82	96 26	4 79	111 14	7 00	673 15	63 26	370 61	7 26	95 23	49 37	.....	251 88
August.....	1 65	.....	318 09	161 36	149 32	104 67	26 42	590 69	133 83	717 91	188 97	533 28	8 73	924 91	61 71	.....	567 28
September.....	52 89	.....	583 20	195 01	196 80	90 48	55 15	706 03	173 88	933 48	196 14	17 55	46 83	114 28	73 18	.....	270 03
Total.....	982 60	23 76	9,347 98	3,674 68	2,886 04	1,565 59	1,293 14	8,558 56	2,037 55	16,394 52	2,703 60	2,569 49	430 24	1,985 36	1,315 25	27	3,301 27

# STATEMENT O.

Charges on Freight received at Country Stations each month during the year ending September 30th, 1861.

Month.	Atlee's.	Peake's.	Hamover Court House.	Wickham's.	Junction.	Anderson's.	Neal's.	Hewlett's.	Beaver Dam.	Bumpane's.	Fredrick's Hall.	Tokerville.	Leonia Court House.	Thyrland's.	Gordonville.	Lindsay's.	Cobham.
1860.																	
October.....	\$55.16	\$22.44	\$331.75	\$42.50	\$33.95	\$32.98	\$60.06	\$3.96	\$464.97	\$107.33	\$669.31	\$33.85	\$948.98	\$533.00	\$1,069.46	\$83.94	\$216.29
November.....	28.19	9.03	164.30	5.19	71.39	15.93	9.81	13.54	148.66	47.83	393.01	171.64	569.23	159.49	694.73	33.13	45.15
December.....	6.67	8.87	55.55	1.75	41.73	7.89	13.98	8.00	108.15	93.26	333.98	115.10	314.86	102.51	419.56	34.94	43.83
1861.																	
January.....	6.16	9.47	75.03	9.56	90.99	5.91	7.36	8.06	80.50	97.56	172.95	87.98	917.18	96.87	659.87	32.13	36.79
February.....	11.87	4.77	126.94	3.10	36.33	15.23	16.04	8.89	140.93	41.26	914.64	938.57	337.76	131.41	836.46	43.48	67.45
March.....	13.32	5.0	154.44	16.67	106.64	26.63	11.03	16.86	115.86	99.54	376.54	353.03	267.05	373.07	679.00	81.98	104.61
April.....	7.86	1.87	56.23	9.6	164.37	9.45	13.35	12.40	105.80	19.63	311.99	174.93	166.46	173.74	697.91	94.32	73.63
May.....	13.86	3.56	74.60	11.11	43.97	31.95	5.63	8.55	100.33	39.68	176.18	90.73	323.94	141.77	1,241.56	55.77	67.46
June.....	.....	.....	84.86	13.38	66.06	5.89	6.63	9.34	39.31	17.58	193.64	61.74	97.38	64.94	1,512.19	36.33	35.07
July.....	.....	.....	15.15	60	16.94	2.90	3.09	75	16.02	4.46	32.76	8.53	94.66	86.46	788.12	6.64	6.46
August.....	53	.....	39.43	.....	66.90	9.69	38	4.19	36.08	7.59	132.43	40.32	101.71	68.94	2,330.05	93.17	35.35
September.....	.....	.....	33.99	.....	37.16	75	1.50	1.73	19.83	11.06	134.93	54.68	106.94	160.35	1,996.10	40.99	36.03
	140.53	5,361	1,903.85	99.02	716.88	154.40	147.76	96.50	1,399.93	636.75	3,019.36	164.04	3,437.43	1,945.92	13,760.13	56,795	793.96

O—Continued.

Charges on Freight received at Country Stations each month during the year ending September 30th, 1881.

Months.	Kewick.	Shadwell.	Charlottesville.	Ivy Depot.	Mechum's River.	Greenwood.	Atton.	Waynesboro'.	Fishersville.	Sumner.	Sweep's.	Pond Gap.	Craigsville.	Goshen.	Millboro'.	Grith's.	Jackson's River.
1880.																	
October.....	\$186.20	\$93.86	\$3,344.34	\$460.35	383.60	\$151.30	\$113.05	\$891.51	\$153.77	\$4,476.73	\$157.46	\$24.25	\$42.14	\$935.71	\$731.50	\$56	\$5,501.18
November....	34.33	37.10	5,148.66	190.37	169.39	192.65	68.05	915.93	110.66	2,572.63	310.07	57.06	4.67	137.18	511.63	2.59	3,039.09
December....	29.99	39.65	1,145.72	63.41	117.89	26.47	98.39	171.79	22.31	1,946.51	43.67	3.94	6.03	262.70	164.00	2.03	1,454.37
1881.																	
January.....	25.26	23.19	1,440.03	68.80	159.33	52.69	31.55	164.83	15.15	9,853.45	68.12	20.89	8.11	137.69	185.50	63	9,307.59
February....	43.23	23.99	1,463.09	113.43	154.59	66.74	36.01	136.10	16.33	1,505.06	109.81	47.39	9.77	75.65	168.77	9.50	1,803.99
March.....	66.86	59.65	1,943.96	251.33	216.17	159.94	47.33	447.99	71.08	1,831.19	43.60	28.37	29.03	107.63	287.39	3.98	2,766.96
April.....	29.64	13.56	1,594.63	217.76	119.90	178.10	91.33	335.63	96.19	1,919.59	47.39	16.41	13.83	864.99	330.34	5.01	2,946.63
May.....	53.93	11.37	1,586.61	87.13	65.03	32.97	31.89	263.19	91.25	1,819.26	60.31	33.73	9.95	263.55	584.56	76	1,672.75
June.....	69.83	3.03	549.43	59.97	18.30	23.89	28.31	233.46	31.47	1,493.39	39.51	23.68	7.18	54.96	99.99	.....	539.17
July.....	7.29	.....	584.63	13.54	96.86	7.78	5.81	46.11	5.32	1,406.69	1.46	6.08	.....	58.78	84.96	.....	232.40
August.....	16.36	1.33	671.76	53.32	30.98	33.48	12.80	225.46	14.77	1,692.30	280.43	13.26	.....	17.39	145.01	.....	278.63
September..	44.31	.....	477.11	167.75	11.96	20.18	20.49	86.41	9.56	1,192.34	46.39	19.04	4.01	53.70	147.71	.....	575.99
	631.19	305.56	16,199.18	1,670.15	1,465.54	89.701	524.63	4,021.64	686.86	23,664.68	1,184.12	903.94	196.79	1,967.13	3,100.71	13.89	21,678.65

## STATEMENT P.

*Showing the Cost of Repairs of Locomotives and Tenders during the year ending September 30, 1861, with the Classification of Workmanship.*

NAMES OF ENGINES.	WORKMANSHIP.						Cost of Materials.	Total cost of Repairs.
	Machinists.	Smiths.	Carpenters.	Painters.	Superintendence.	Total for Workmanship.		
D. Anderson, Jr.....	2 98	60	38 47	7 75	2 54	52 34	90 93	143 96
Angusta.....	44 64	4 80	1 25	.....	6 58	57 97	90 49	156 76
J. R. Anderson.....	196 56	44 51	13 74	2 45	15 36	273 64	473 64	746 98
Alleghany.....	544 73	73 37	45 84	51	76 95	741 40	1,289 03	2,030 43
Albemarle.....	224 54	146 76	4 65	63	98 11	414 69	710 34	1,195 03
M. W. Baldwin.....	19 97	11 44	.....	.....	3 40	34 81	60 48	95 29
C. G. Coleman.....	176 40	52 92	21 58	64	90 94	371 78	489 16	753 94
C. Ellett, Jr.....	241 46	108 18	114 97	7 13	33 61	505 55	678 39	1,383 84
E. Fontaine.....	82 84	30 61	.....	77	9 90	124 12	215 63	339 75
Greensbrier.....	153 14	31 50	3 73	47	16 63	205 46	356 94	562 40
E. H. Gill.....	374 43	120 96	27 32	2 53	52 28	578 12	1,004 60	1,582 73
Gen'l Gordon.....	589 63	230 26	55 78	1 11	73 91	943 69	1,640 47	2,584 16
F. Harris.....	.....	.....	.....	.....	.....	.....	.....	.....
Hanover.....	97 61	17 59	2 45	.....	11 82	129 47	394 98	354 38
J. Kinney.....	451 90	197 01	72 24	8 84	51 18	781 17	1,356 13	2,139 30
Louisa.....	40 58	12 57	18	.....	3 79	57 12	90 23	156 35
Monroe.....	138 38	19 03	39 39	83	17 88	215 40	374 31	589 61
C. R. Mason.....	9 88	4 66	.....	.....	1 04	15 59	27 04	42 62
Millborough.....	382 49	74 79	51 22	1 13	43 58	553 21	961 09	1,514 30
Monticello.....	490 72	131 95	59 41	13 58	58 41	754 07	1,311 05	2,065 12
W. Overton.....	620 78	128 38	177 36	15 43	86 79	1,028 74	1,783 23	2,811 97
Richmond.....	20 44	7 18	3 46	.....	2 72	33 80	58 72	92 58
Staunton.....	193 04	136 66	33 63	3 80	26 75	395 88	687 66	1,083 54
J. Timberlake.....	140 20	20 54	1 70	.....	18 40	180 84	314 17	495 01
J. H. Timberlake.....	440 91	96 54	14 18	18 28	55 51	625 42	1,066 54	1,711 96
H. D. Whitcomb.....	372 92	114 93	23 82	.....	43 25	614 93	894 57	1,400 49
Westward, Ho!.....	193 67	27 08	7 54	15 67	16 50	189 75	389 65	519 40
Extra work for engines.....	108 12	35 16	21 69	.....	16 95	181 92	316 04	497 98
Extra work for tenders.....	17 89	3 87	16 29	.....	4 03	42 06	73 11	115 19
Total.....	\$6,268 05	\$1,885 85	\$851 58	\$101 54	\$799 33	\$9,901 24	\$17,901 35	\$37,102 50

\* Engine J. R. Anderson has been taken by the Confederate States in part payment for Engine General Beauregard.

## STATEMENT OF

*Statement of the Names, Dimensions, Condition, &c., of the Locomotive Engines on the Virginia Central Railroad during the year ending Sept. 30, 1861.*

NAME OF ENGINEER.	BUILDER'S NAME.	When placed on the road.	Size of cylinder in inches.	Weight in tons.	Diameter of drive in inches.	No. of drivers.	Dimensions of fire box in inches.	No. of flues.	Diameter of flues, in inches.	Length of flues, feet and inches.	Diameter of boiler in inches.	Miles run.	COST OF REPAIRS.			Repairs pr. mile run, in cents.	IF WHAT SERVICE RE- QUIRED.	CONDITION.
													Labor.	Mat- erial.	Total.			
Anderson, Jr., D.	Talbot & Bro.	1849	12x18	15	48	4	36x30	96	9	9. 3	35	1,789	\$ 29 34	\$ 90 92	\$ 143 96	Switching.....	Running order.	
Augustus.....	Tredgar Works.....	1853	15x20	16	54	4	54x35x24	91	9	10. 5	35	57 97	99 49	156 76	8.76	Miscellaneous.....	Running order.	
Anderson, J. B.	Tredgar Works.....	1854	18x22	30	63	4	54x35x24	115	9	14. 4	41 1/4	18,483	771 61	1,989 03	10.98	Pass. & Freight.	Running order.	
Allegany.....	Tredgar Works.....	July, 1856	15x23	20 1/2	68	4	51x39x28	147 1/2	11	4	43	29 64	473 64	746 48	9.00	Moun't'n Tract.	Good to C. S.	
Albany.....	Hopewell Loco. Works	July, 1857	14 1/2 x 24	27	48	4	50x38 1/2 x 26	140	0	11. 0	36	20,595	379 64	710 34	1,125 23	5.46	Freight.....	Good order.
Baldwin, M. W.	M. W. Baldwin & Co.	1854	16 1/2 x 20	27	43	6	41x38 1/2 x 24	85	8	11. 0	39	1,159	414 81	60 48	95 29	8.14	Moun't'n Tract.	Good order.
Beauregard, Gen'l	W. M. Baldwin & Co.	Aug., 1854	15x22	22 1/2	60	4	37x33x48	115	8	11. 7	43	8,856	34 81	60 48	95 29	8.14	Moun't'n Tract.	Good order.
Coleman, C. G.	W. M. Baldwin & Co.	1854	15x22	22 1/2	60	4	47x38x48	115	8	11. 6	41 1/4	16,513	371 78	482 16	753 94	4.57	Passenger.....	Good order.
Fontaine, E.	Norris & Son.....	1854	13x24	22	54	4	44 1/2 x 38 1/2 x 24	134	10	11. 4	41	10,320	55 15	878 29	1,383 84	13.37	Freight.....	Good order.
Elliot, C. Jr.	Norris & Son.....	1854	13x24	22	60	4	44 1/2 x 35 1/2 x 27	105	6	10. 6	41	7,431	194 18	915 63	328 75	4.56	Pass. & Passenger	Good order.
Fontaine, E.	Norris & Son.....	1854	12x26	18	54	4	42 1/2 x 35 1/2 x 27	124	10	11. 4	37	3,506	305 46	356 94	1,589 40	16.04	Freight & Mat.	Out of order.
Green, E. H.	Norris & Son.....	1854	14x26	22	54	4	44 1/2 x 38 1/2 x 24	134	10	11. 4	37	14,572	578 18	1,004 60	1,589 40	16.04	Freight.....	Running order.
Gordon, Gen'l	N. Jersey L. & M. W. Co.	Oct., 1859	16 1/2 x 20	30	54	6	60x35x27	140	9	12. 9	38	15,683	943 69	1,040 47	2,664 16	16.47	Freight.....	Good order.
Harris, S.	N. Jersey L. & M. W. Co.	1857	10 1/2 x 22	18	43	6	37x33x44	113	9	9. 0	36	6,691	129 47	324 92	334 39	5.35	Material.....	Out of order.
Hunter, S.	Norris & Brother.....	1853	13 1/2 x 22	16	54	4	43x30	113	8	11. 6	41 1/4	6,691	129 47	324 92	334 39	5.35	Material.....	Running order.
Kenner, J.	M. W. Baldwin & Co.	1854	14x26	22	54	4	44 1/2 x 38 1/2 x 24	134	10	11. 4	37	13,887	781 17	1,358 21	2,138 39	15.39	Freight.....	Good order.
Leaves, S.	Norris & Son.....	1852	12x26	23	48	4	42x35x28	96	8	7. 8	36	3,123	57 12	99 23	1,56 35	5.01	Miscellaneous.....	Good order.
McDonnell, C. B.	Tredgar Works.....	1854	14x26	22	54	4	44 1/2 x 38 1/2 x 24	134	10	11. 4	37	3,123	57 12	99 23	1,56 35	5.01	Miscellaneous.....	Good order.
McDonnell, C. B.	M. W. Baldwin & Co.	1854	16 1/2 x 20	18	43	6	41 1/2 x 35 1/2 x 24	101	8	10. 1	36	4,446	215 40	574 21	589 61	13.26	Switching &c.	Out of order.
Mason, C. B.	Norris & Son.....	1854	16 1/2 x 20	18	43	6	41 1/2 x 35 1/2 x 24	101	8	10. 1	36	4,446	215 40	574 21	589 61	13.26	Switching &c.	Out of order.
McDonough.....	Norris & Son.....	1854	15x23	22	48	6	39 1/2 x 48x60	149	9	11. 0	38	1,543	15 58	27 04	42 62	9.44	Freight.....	Good order.
Montreal.....	Norris & Son.....	July, 1857	15x23	22	60	4	46x48x60	149	9	11. 10	43	15,572	523 21	961 09	1,514 30	12.96	Mail.....	Good order.
Overton, W.	Norris & Son.....	July, 1857	15x23	22	60	4	46x48x60	149	9	11. 10	43	15,572	523 21	961 09	1,514 30	12.96	Mail.....	Good order.
Overton, W.	Norris & Son.....	July, 1857	15x23	22	60	4	46x48x60	149	9	11. 10	43	15,572	523 21	961 09	1,514 30	12.96	Mail.....	Good order.
Richmond.....	Norris & Son.....	1854	14x26	22	54	4	44 1/2 x 38 1/2 x 24	134	10	11. 4	37	9,455	1,028 74	1,753 23	2,811 97	29.74	Freight.....	Good order.
Stanton.....	M. W. Baldwin & Co.	1851	11 1/2 x 20	15	54	4	36x36	115	9	10. 9	41 1/4	99	38 80	56 72	92 52	93 46	Freight.....	Good order.
Stanton.....	N. Jersey L. & M. W. Co.	May, 1859	16x23	25	66	4	64x57 1/2 x 28	140	10	11. 0	37	4,774	305 88	687 66	1,063 54	16.00	Passenger.....	Good order.
Timberlake, J. H.	Norris & Son.....	1854	17x24	18	60	4	49x53 1/2 x 45	90	9	10. 9	37	4,592	180 84	314 17	1,053 01	10.78	Passenger.....	Good order.
Timberlake, J. H.	Rogers Loco. Works	1855	15x22	22 1/2	66	4	51x39x60	141	9	11. 4	43	29,718	695 42	1,066 54	1,711 96	5.73	Passenger.....	Under repair.
Whitcomb, H. D.	Tredgar Works.....	June, 1856	15x22	22 1/2	66	4	51x39x60	147	2	11. 4	43	19,729	514 92	894 57	1,409 49	7.14	Passenger.....	Undergoing repairs.
Westward, Ho!	Rogers Loco. Works	July, 1857	15x22	22 1/2	60	4	51x39x60	141	9	11. 4	43	5,298	189 75	329 65	519 40	9.82	Passenger.....	Good order.
Extra work for engines.....													181 92	316 04	487 96			
Extra work for roadsters.....													43 06	73 11	115 19			
Total.....												949,868	9,901 94	17,301 35	37,192 59			

# STATEMENT R.

Miles Run by Locomotives, and Service during the year ending September 30th, 1861.

NAMES OF ENGINES.	REGULAR ENGINES.										MOUNTAIN ENGINES.				Total miles run.
	Passenger Trains.	Troop Trains.	Freight Trains.	Material Trains.	Discharging Trains.	Wood Trains.	Ballast Trains.	Construction Trains.	Extra Trains.	Switching Cars.	Assisting Freight Trains.	Assisting Passenger Trains.	Assisting Freight Trains.	Assisting Extra Trains.	
Anderson, Jr., D.	.....	228	842	362	78	199	44	.....	36	.....	.....	.....	.....	.....	1,769
Augusta.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,493
Anderson, J. B.	.....	228	228	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24,093
Alleghany	17,944	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,136
Albany	136	3,543	12,647	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,883
Baldwin, M. W.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16,513
Beauregard, Gen'l.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16,350
Coleman, C. G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,434
Ellert, Jr., C.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14,579
Fontaine, E.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,862
Greenbrier	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,681
Gill, E. H.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,597
Gordon, Gen'l.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,123
Hanover	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,486
Kanney, J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,543
Louis.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16,047
Monroe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15,378
Mason, C. E.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,455
Millbrough.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,774
Monticello.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,463
Owerton, W.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38,773
Richmond.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16,139
Stanton.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,366
Timberlake, J. H.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Timberlake, J. H.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whitcomb, H. D.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Westward, Hol.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	108,554	13,567	72,046	10,404	1,428	6,337	1,040	2,421	21,685	3,737	1,254	1,212	947	236	340,688

## STATEMENTS.

*Cost of Oil, Tallow and Cotton Waste used by Locomotives for the year ending  
September 30th, 1861.*

ENGINES.	Gallons of Oil.	Lbs. of Tallow.	Cost of Oil and Tallow.	Cost of Oil and Tallow per mile run, in cents.	Lbs. Cotton Waste.	Cost of Cotton Waste.	Cost of Cotton Waste per mile run, in cents.	Cost of Oil, Tallow and Cotton Waste.	Cost of Oil, Tallow and Cotton Waste per mile run, in cents.	Miles run to the pint of Oil.	Miles run to the pound of Cotton Waste.
Angusta.....	18	75	25 20	1.409	119	10 08	.563	35 28	1.972	8	16
Alleghany.....	81 ½	230	100 85	.546	393	25 37	.191	136 39	.737	21	47
Albemarle.....	108	489	155 88	.757	589	52 92	.257	298 80	1.014	15	35
Anderson, J. R.....	3 ½	.....	3 15	.....	.....	.....	.....	3 15	.....	.....	.....
Baldwin, M. W.....	14	75	21 60	1.864	2	19	.016	21 78	1.880	6	579
Beauregard, Gen'l.....	19	67	18 84	.660	82	7 38	.258	26 22	.918	18	35
Coleman, C. G.....	70 ½	274	96 33	.583	177	15 93	.096	112 26	.679	20	23
Ellett, C.....	58	265	84 90	.820	168	15 19	.146	100 02	.966	14	28
Fontaine, E.....	44 ½	136	54 37	.757	219	19 71	.265	76 08	1.062	15	34
Gill, K. H.....	79 ½	269	103 63	.719	331	29 79	.204	133 62	.946	16	44
Gordon, Gen'l.....	99 ½	531	153 67	.973	479	43 11	.375	196 18	1.370	12	23
Greenbrier.....	20 ½	77	27 69	.790	54	4 86	.139	32 55	.809	15	35
Hanover.....	37	118	47 46	.717	146	13 14	.198	60 60	.915	16	45
Johnston, Gen'l.....	6	1	5 52	.....	.....	.....	.....	5 52	.....	.....	.....
Kinney, E.....	61	313	92 48	.685	162	14 58	.105	107 04	.770	17	26
Louise.....	21 ½	124	34 23	1.096	81	7 29	.233	41 52	1.320	11	39
Monroe.....	43	171	50 29	1.332	175	15 75	.854	74 97	1.086	9	25
Mason, C. R.....	25	114	36 18	2.345	48	4 32	.290	40 50	2.635	5	32
Millboro'.....	111 ½	562	160 59	1.001	506	45 54	.284	206 13	1.285	12	28
Monticello.....	62	220	82 20	.528	340	30 60	.197	112 80	.725	22	46
Overton, W.....	49	214	69 78	.736	289	26 01	.375	95 79	1.013	16	33
Richmond.....	7	15	8 19	8.182	29	2 34	2.364	10 44	10.546	2	4
Staunton.....	39	146	52 62	.777	214	19 26	.284	71 88	1.061	15	32
Timberlake, J. H.....	106	408	144 36	.486	517	46 53	.157	190 89	.643	24	56
Timberlake, J.....	9	39	12 78	.378	153	13 95	.394	26 73	.582	41	29
Whitcomb, H. D.....	84	292	110 64	.561	370	33 30	.169	143 94	.730	20	53
Westward, Ho. ....	9 ½	85	12 75	.341	20	1 80	.034	14 55	.275	48	264
Totals.....	1,281	5,190	\$1,776 70	.....	5,654	\$508 86	.....	\$2,285 56	.....	.....	.....

\* The Engine General Johnston was repaired at the shops of the Virginia Central Railroad Company, and sold by the Confederate States to the Richmond, Fredericksburg and Potomac Railroad Company.

## STATEMENT T.

*Showing Cost of Repairs of Cars, and for New Cars, with a Classification of Workmanship, during the fiscal year ending 30th September, 1861.*

WORKMANSHIP.									
	Mechanists.	Smiths.	Carpenters.	Painters.	Inspectors* and Oilers.	Superintendence.	Total for Workman-ship.	Cost of Materials.	Total.
Repairs of Passenger Cars.....	85 21	153 62	783 94	83 80	763 94	194 44	2,043 55	591 85	2,635 30
Repairs of Mail and Baggage Cars.....	3 95	18 41	116 88	5 97	164 43	33 19	342 83	306 69	649 42
Repairs of Freight and Stock Cars.....	391 66	1,029 51	2,321 93	95 15	547 30	486 37	4,572 03	3,732 34	8,304 36
Repairs of Troop Cars.....	2 91	4 75	351 46	.....	96 46	37 43	503 00	196 43	701 43
Repairs of Platform and Gondola Cars.....	58 72	135 30	750 23	19 39	47 74	106 09	1,117 98	1,616 55	2,733 81
Repairs of Road Cars.....	.....	35	18 63	1 48	.....	3 09	53 54	50 26	43 80
Repairs of Gravel Cars.....	1 08	6 06	90 68	.....	2 00	3 88	93 70	186 26	219 96
Repairs of Hand Cars.....	130 04	23 99	85 90	2 61	.....	30 56	283 10	291 62	574 72
Total amount for repairs.....	\$673 57	\$1,361 29	\$4,436 63	\$208 30	\$1,921 87	\$885 04	\$9,218 80	\$6,943 90	\$16,163 70
NEW CARS.									
Two new Back Cars built during the year.....	16 89	97 58	282 32	11 89	.....	.....	408 65	681 04	1,069 69
Finishing six Stock Cars, commenced last year.....	16 35	193 59	471 06	37 97	.....	.....	648 37	1,023 36	1,671 63
Total for new work.....	\$33 21	\$291 17	\$753 38	\$49 16	.....	.....	\$1,056 92	\$1,684 40	\$2,741 38

\* The wages of the Inspector of Passenger Cars is charged in Train Expenses.



## STATEMENT U.

*Condensed Statement of the Business of the Virginia Central Railroad for the year ending 30th September, 1861.*

Miles run by Virginia Central Passenger Trains, . . . . .	108,554
Miles run by " " Troop Trains, . . . . .	18,557
Miles run by " " Freight Trains, . . . . .	72,046
Miles run by " " Material Trains, . . . . .	10,404
Miles run by " " Wood Trains, . . . . .	6,337
Miles run by " " Ballast Trains, . . . . .	1,040
Miles run by " " Ditching Trains, . . . . .	1,428
Miles run by " " Construction Trains, . . . . .	2,421
Miles run by " " Extra Trains, . . . . .	21,625
Miles run by " " Engines Switching Cars, . . . . .	3,737
Miles run by " " Engines assisting Freight Trains, . . . . .	1,254
Miles run by " " Mountain Engines assisting Passenger Trains, . . . . .	1,312
Miles run by " " Mountain Engines assisting Freight Trains, . . . . .	947
Miles run by " " Mountain Engines assisting Extra Trains, . . . . .	226
Total miles run by all Virginia Central Engines and Trains, . . . . .	249,888
Miles run by Virginia Central Passenger Cars, . . . . .	371,553
Miles run by " " Baggage Cars, . . . . .	116,014
Miles run by " " Freight Cars, . . . . .	744,885
Miles run by " " Cars with Troop Trains, . . . . .	187,480
Miles run by Orange and Alexandria Passenger Trains between Gordonsville and Charlottesville, . . . . .	21,698
Miles run by Orange and Alexandria Freight and Material Trains between Gordonsville and Charlottesville, . . . . .	4,326
Total number of miles run by Orange and Alexandria trains on this road, . . . . .	26,024
Total number of miles run by Engines and Trains, . . . . .	275,912
Number of Passengers carried westwardly in Central Trains, . . . . .	104,308
Number of Passengers carried eastwardly in Central Trains, . . . . .	54,704
Total number of Passengers carried both ways in Central Trains, . . . . .	159,012
Way Passengers carried westwardly, . . . . .	100,825
Way Passengers carried eastwardly, . . . . .	53,976
Total number of Way Passengers in both directions, . . . . .	154,801
Passengers carried one mile in cars, . . . . .	10,799,099
Average number of miles travelled by each passenger, . . . . .	68
Number of Passengers per mile of road, . . . . .	815
Average number of Passenger Cars in each Train, including Baggage Cars, . . . . .	5
Average weight of Passenger Trains, exclusive of Passengers and Baggage, in tons, . . . . .	100.
Average weight of Passenger Trains, including Passengers and Baggage, in tons, . . . . .	130.
Aggregate miles run by all Passenger and Baggage Cars, . . . . .	487,567
Estimated weight of Passenger Trains hauled one mile during the year, not including the weight of Passengers and Baggage, or weight of Engine and Tender, in tons, . . . . .	4,886,930
Freight carried westwardly, in tons, . . . . .	27,905.08
Freight carried eastwardly, in tons, . . . . .	22,488.29
Total amount of Freight carried both ways, in tons, . . . . .	50,393.37
Through Freight carried westwardly, in tons, . . . . .	1,715.60
Through Freight carried eastwardly, in tons, . . . . .	269.10
Total amount of Through Freight carried in both directions, in tons, . . . . .	1,984.70
Way Freight carried westwardly, in tons, . . . . .	26,189.48
Way Freight carried eastwardly, in tons, . . . . .	22,219.19
Total amount of Way Freight carried in both directions, in tons, . . . . .	48,408.67
Freight hauled one mile, in tons, . . . . .	4,216,013
Average miles each ton of Freight was carried, . . . . .	.84
Tons of Freight hauled per mile of road, . . . . .	259
Average number of loaded Freight Cars per train, . . . . .	12
Average number of empty Freight Cars per train, . . . . .	4
Total average number of Freight Cars per train, . . . . .	16
Average weight of Freight Trains, exclusive of Freight, in tons, . . . . .	150
Average weight of Freight Trains, including Freight, in tons, . . . . .	246
The estimated weight of Freight Trains hauled one mile, in tons, during the year, not including the weight of Freight or the weight of Engine and Tender, . . . . .	5,959,060

## COST PER MILE RUN BY ALL TRAINS, IN CENTS.

For repairs of track and bridges, masonry, &c.,	34.41-100
For repairs of buildings and water stations,	1.75-100
For repairs of locomotives and cars,	18.44-100
For repairs of shops, tools and machinery,	44-100
For new rolling stock,	1.09-100
For Engineers, Firemen and Cleaners,	5.70-100
For Conductors, Baggage Masters and Brakemen,	5.16-100
For fuel for engines,	10.57-100
For oil, tallow, grease and waste,	2.46-100
For stock killed, and lost and damaged goods and baggage, and injuries to persons,	1.50-100
For miscellaneous expenses, including telegraph and legal expenses, printing, advertising, and incidental expenses for trains,	3.32-100
For agents and clerks at stations,	6.35-100
For labor, loading and unloading freight, and attendance at stations, pumping water, &c., &c.,	8.48-100
For watchmen and incidental expenses at stations,	1.90-100
For general expenses, including insurance against fire, salaries of executive officers, &c.,	6.30-100
For tax on passengers and freight paid to the State,	3.04-100
For repairs of Confederate States engines and cars, and engines and cars for other roads,	90-100
Total expenses per mile run by all Virginia Central trains,	111.57-100
Maximum cost of repairs of engines per mile run, in cents,	143.26
Minimum cost of repairs of engines per mile run, in cents,	2.76-100
Average cost of repairs of engines per mile run, in cents,	10.84-100
Cost of repairs of Freight Cars per mile run by freight trains, in cents,	15.74-100
Cost of repairs of Passenger Cars per mile run by passenger trains, in cents,	3.02-100
Total cost of maintenance of machinery, including new rolling stock, charged to expenses, repairs of tools, machinery, &c., per mile run, in cents,	19.99-100
Gross receipts per mile of road in operation,	\$3,366 18
Nett receipts per mile of road in operation,	\$1,937 79
Per cent. of expenses to gross earnings,	42.43-100
Cost of maintenance of way, including bridges, buildings, &c., per mile of road in operation,	\$ 450 54
Cost of maintenance of machinery per mile of road, including new rolling stock charged in this account,	\$ 256 25
Cost of conducting transportation per mile of road,	\$ 586 69
All other expenses,	\$ 134 91
Total expenses per mile of road in operation,	\$ 1,428 38
Earnings from Passenger Trains per mile run, in cents,	320.45-100
Earnings from Freight Trains per mile run, in cents,	340.87-100
Earnings from Passenger and Freight Trains combined per mile run, in cents,	327.84-100
Gross receipts per mile run by all trains, including those of Orange and Alexandria Railroad between Charlottesville and Gordonsville, in cents,	237.90-100
Nett receipts per mile run by all trains, including those of Orange and Alexandria Railroad between Charlottesville and Gordonsville, in cents,	136.95-100
Number of miles of road in operation during the year,	195
Total earnings,	\$656,406 93
Transportation expenses, including taxes, &c.,	\$278,537 09
Nett earnings,	\$377,869 84

## CHARACTERISTICS OF THE VIRGINIA CENTRAL RAILROAD.

Length of main line of road between Richmond and Mechum's River Station, the point at which the Blue Ridge Railroad commences, is . . .	107.0939 miles.
Length of the Blue Ridge Railroad, from its commencement at Mechum's River to its terminus at Waynesborough, . . .	16.8104 miles.
Length of the main line from the terminus of the Blue Ridge Railroad at Waynesborough to the terminus at Covington, . . .	81.0761 miles.
Total length of main line between Richmond, in Henrico county, and Covington, in Alleghany county, including the Blue Ridge Railroad, is . . .	204.9804 miles.
Length of single track laid on the Virginia Central road, exclusive of sidings and turnouts, is . . .	178.5769 miles.
Length of single track laid on the Blue Ridge Railroad, exclusive of sidings and turnouts, is . . .	16.8104 miles.
Total length of single track laid, including the Blue Ridge Railroad, and exclusive of sidings and turnouts, is . . .	195.3873 miles.
The length of sidings, turnouts and switches laid, is . . .	16.3000 miles.
The total length of equivalent single track, adding the length of the sidings and turnouts, is . . .	211.6873 miles.
Length of road at Western terminus, unfinished, viz: from the Jackson's River Station to Covington, is . . .	9.5931 miles.
In addition to the unfinished road as above stated, there is 1.4865 miles of heavy work unfinished between the 176 and 178 mile Stations, including the crossing of a ravine 165 feet in depth. This work is now passed round by a temporary location, 1.6405 miles in length, (being 813 feet longer than the permanent location,) with a maximum grade of 308 feet to the mile, and a minimum curvature of 400 feet radius.	
The total length of road unfinished, including this portion, is . . .	11.0796 miles.

## NUMBER AND LENGTH OF TUNNELS.

### BLUE RIDGE RAILROAD.

1. Greenwood,	Length,	. . . . .	535½ feet.
2. Brooksville,	"	. . . . .	764 feet.
3. Little Rock,	"	. . . . .	100 feet.
4. Blue Ridge,	"	. . . . .	4,262 feet.
Total,			5,661½

### VIRGINIA CENTRAL RAILROAD.

5. Millborough,	Length,	. . . . .	1,303 feet.
6. Mason's,	"	. . . . .	303 feet.
7. Coleman's,	"	. . . . .	353 feet.
Total,			1,959

Total length of tunnels on both roads, . . . . . 7,620 feet.

The numbers commence with the first tunnel going west, and continue progressively westward.

## GRADIENTS, ALIGNMENTS AND ELEVATIONS OF THE VIRGINIA CENTRAL RAILROAD.

The sum of the ascents (going westward) is	3,890.88 feet.
The sum of the ascents (going east) is	3,479.32 feet.
The whole ascent and descent overcome is	7,370. feet.
Which is an average per mile of	39.17 feet.
The maximum grade (going west) is	83. feet.
For	1.5 miles.
The maximum grade (going east) is	72. feet.
For	14.08 miles.
The sum of the straight lines is	109.52 miles.
The sum of the curved lines is	78. 5 miles.
The whole number of degrees of curvature is	11,027.49 degrees.
The average degrees of curvature per mile of the curved part of the road is	140 12 degrees.
The average degrees of curvature per mile of the whole road is	58.36 degrees.
The maximum radius on the main line is	19,100. feet.
The minimum radius on the main line is*	576. feet.
For	0.12 feet.

This does not include the temporary track west of Millborough; the maximum grade on which is 308 feet to the mile, the minimum curves 400 feet radius.

## GRADIENTS, ALIGNMENTS AND ELEVATIONS OF THE BLUE RIDGE RAILROAD.

The sum of the ascents (going west) is	954.16 feet.
The sum of the ascents (going east) is	187.51 feet.
The whole ascent and descent overcome is	1,141.67 feet.
Which is an average per mile of	67.91 feet.
The maximum grade (going west) is	75. feet.
For	4.21 miles.
The maximum grade (going east) is	72. feet.
For	1.56 miles.
The sum of the straight lines is	7,907. miles.
The sum of the curved lines is	8,903. miles.
The whole number of degrees of curvature is	2,461.25 degrees.
The average degrees of curvature per mile of the curved part of the road is	276.50 degrees.
The average degrees of curvature per mile of the whole road is	149.50 degrees.
The maximum radius on the main line is	5,730. feet.
The minimum radius on the main line is	546. feet.
For	0.14 miles.

\* This curve is at a depot. The minimum radius on the line where trains run at full speed is 716 feet for 0.14 miles.

## A LIST OF OFFICERS,

*Agents and Employees on the Virginia Central Railroad, September 30th, 1861,  
with their compensation.*

Edmund Fontaine, President,	salary per annum,	\$3,000 00
Wm. Overton,	Directors appointed by the Board of Public Works.	
Jacob Baylor,		
Samuel Carpenter,		
Nathaniel B. Hill,		
John R. Woods,	Elected by the stockholders.	
Pay of Directors, \$4 per diem during actual service.		
H. D. Whitcomb, Chief Engineer and General Superintendent,	salary per annum,	5,000 00
John Garrett, Treasurer,	" "	2,500 00
C. J. F. Netherland, Assistant Treasurer,	" "	1,200 00
Wm. Garrett, Clerk in Treasurer's office and General Ticket Agt.	" "	800 00
W. F. Adcock, Clerk in Treasurer's office, and Ticket Agent at Richmond,	" "	800 00

## ENGINEER DEPARTMENT.

S. A. Richardson, Principal Assistant,	salary per annum,	1,500 00
A. H. Sheppard, Assistant,	" "	1,000 00
John F. Jordan,	" "	800 00
A. S. Kinney,	" "	720 00
Wm. E. Sparrow,	" "	480 00

## FREIGHT AND TICKET AGENTS, LABORERS, &amp;c.

Stephen Hunter, General Freight Agent at Richmond,	salary per annum,	1,500 00
R. D. Tyler, Assistant	" "	1,200 00
Robert L. Wiley, " "	" "	800 00
John Tyler, Receiving Freight Clerk at Richmond,	" "	600 00
James B. Owers, " "	" "	600 00
Daniel J. Flynn, " "	" "	400 00
W. H. Lowry, Copying	" "	360 00
L. D. Sizor, Delivery	" "	600 00
James Briers, " "	" "	600 00
C. W. Hunter, " "	" "	400 00
1 white laborer in depot at Richmond,	wages per month,	30 00
1 " " "	" "	1 00
23 slaves " "	average " day,	92
2 " " in offices	" "	95
1 Night Watchman,	" "	1 50
4 " " (extra,)	" "	1 50
J. D. Christian, Station Agent, Hammer Court House, by contract, including all labor,	salary per annum,	800 00
Wm. Spicer, " " Junction,	" "	300 00
John W. Phillips, " " Beaver Dam, by contract, including all labor	" "	950 00
J. T. Bumpass, " " Bumpass, commission of 5 per cent, on freight and passengers.	" "	
S. C. Talley, " " Frederick's Hall, by contract, including all labor,	salary per annum,	900 00
W. A. Talley, " " Tolersville,	" "	400 00
A. W. Talley, " " Louisa Court House, by contract, including all labor,	salary per annum,	900 00
J. H. Whitlock, " " Trevilian's,	" "	450 00
A. J. Gooch, " " Gordonsville,	" "	700 00
J. E. Huckstep, " " Lindsay's,	salary per annum,	150 00
Jacob Williams, " " Cobham,	" "	300 00
E. Bremond, " " Keswick,	" "	200 00
L. Bremond, " " Shadwell,	" "	200 00
James Minor, " " Charlottesville, by contract, including all labor,	" "	1,200 00
M. McKinney, " " University, commission of 5 per cent. on local tickets sold.	" "	
W. H. Cosby, " " Ivy,	salary per annum,	800 00
J. Y. Goode, " " Mechum's River,	" "	400 00
James Bruce, " " Greenwood,	" "	300 00
F. R. Pugh, " " Afton, commission on freight and passengers.	" "	
J. S. Wallace, " " Waynesborough,	salary per annum,	400 00
P. Smucker, " " Fishersville, including all labor,	" "	375 00

W. A. Burke,	Station Agent,	Staunton,	salary per annum,	800 00
C. Dull,	"	Swoope's,	"	300 00
James M. King,	"	Craigsville, including all labor, and sawing wood for trains,	salary per annum,	300 00
J. T. Armstrong,	"	Goshen,	"	300 00
J. B. Moore,	"	Millborough,	"	400 00
C. M. McElwee,	"	Jackson's River,	"	500 00
2	white laborers at country depot,		wages per month,	25 00
1	"		"	20 00
24	slaves at country depots, not furnished by contract,		average cost per day,	90

## TRAIN DEPARTMENT.

J. L. Jones,	Passenger Train Conductor,		wages per month,	70 00
Thomas P. Moody,	"		"	70 00
John H. Richardson,	"		"	70 00
John H. Woodward,	"		"	60 00
3	Freight Train Conductors,		"	55 00
4	"		"	50 00
2	Material		"	60 00
6	Engine Runners,		"	75 00
2	"		per day,	2 75
6	"		"	2 50
1	"	(yard,)	"	2 00
2	Firemen and Cleaners, (white,)		per month,	25 00
1	"		"	20 00
1	"		"	30 00
16	"	slaves and free col'd, average	"	22 50
4	Brakemen, (white,)		"	25 00
2	"		"	20 00
23	slaves and free colored		"	22 50

## MACHINERY DEPARTMENT.

N. E. Wildman,	Master Machinist,		wages per month,	100 00
J. R. Chiles,	Master of Car Repairs,		"	83 33
W. W. Burgess,	Master Smith,		"	80 00
B. G. Warthen,	Clerk,		"	60 00
8	Machinists,	average	per day,	1 75
5	Apprentices,		per month,	20 00
5	Smiths and Boiler Makers,		per day,	1 75
1	slave		"	1 00
22	Car Builders, Painters, &c.,		"	1 65
5	Car Inspectors,		"	1 15
8	white laborers in shops,		"	1 15
11	colored		"	92
1	Watchman at shops,		per night,	1 25
2	"	(extra,)	"	1 50

## ROAD DEPARTMENT.

Wm. G. Richardson,	Road Master,		salary per annum,	1,200 00
D. G. Bibb,	Assistant Road Master,		wages per month,	70 00
18	Section Masters,		"	37 50
2	Foremen Road Carpenters,		"	60 00
1	Road Carpenter,		per day,	1 75
3	"		"	1 50
1	"		"	1 25
1	Road Mason,		per month,	45 00
1	Tunnel Watchman,		"	25 00
6	Bridge		"	20 00
168	slave laborers, average cost per day, including subsistence, clothing, &c.,			90

## MISCELLANEOUS.

B. H. Warthen,	Clerk to General Superintendent,		wages per month,	75 00
W. B. Dabney,	Tonnage Clerk,		"	68 67
Jno. A. Netherland,	Store Keeper,		"	60 00
S. D. Lowry,	Yard Master,		"	60 00
1	Telegraph Operator in General Supt's. office,		"	50 00
1	"	at Gordonsville,	"	30 00
1	"	at Beaver Dam,	"	25 00
1	"	at Hanover Junction,	"	25 00

# BY-LAWS

OF THE

## VIRGINIA CENTRAL RAILROAD COMPANY.

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1. The organization of the Executive Departments of the Company shall consist of the President and Directors, as provided by law, a General Superintendent of Transportation, Principal Freight Agent, Road Master, Treasurer, and Chief Engineer, whose duties are set forth, and whose powers are limited by the following By-Laws.

2. Every officer of this Company shall be considered as holding his office for twelve months, commencing with the first day of January in each year, but to continue in office until his successor is appointed, subject to removal at any time by the appointing power. The regular period for election by the Board will be their first session after the annual meeting of the Company, at which time all the officers not elected by the stockholders will be appointed by them, except those hereinafter provided, (see Section 15;) and no new office is to be created, or addition to the present officers shall be made, except by the sanction of the Board of Directors.

3. The salaries of all officers not regulated by the stockholders shall be fixed by the Board of Directors, and paid monthly; but the per diem of the Directors may be paid whenever their accounts are presented, and the wages of laborers monthly. This section is not intended to prevent the Superintendent from fixing the wages of engine-runners and any day laborers in the shop.

### PRESIDENT'S DUTIES AND POWERS.

4. The President shall hold a vigilant superintendence over all the works of the Company in progress, and over all the affairs and agents of the Company, and is invested with the power of removing any officer appointed under authority of the Board, whenever, in his judgment, the interest of the Company requires it. His action in any such case to be reported to the Board for their approval. If any departure from these rules, or any insubordination occurs, not requiring removal, the President must report the fact to the next meeting of the Board.

5. The President and Directors shall make a report to the stockholders, at their annual meeting, of the condition of the Company, the state of its works, the conduct of its officers and agents, and such other matters as they may deem expedient and proper.

6. A committee shall be appointed as soon after each annual meeting of the stockholders as is convenient, consisting of the President and two Directors, to be styled the Executive Committee.

#### TREASURER'S DUTIES AND POWERS.

7. The Treasurer shall make a report to the Board of Directors twenty days prior to each annual meeting, and oftener, if required by the Board, of the receipts and disbursements for the year, as well as a general report of the condition of the Company from the commencement, giving a detailed statement of the indebtedness of the Company, and the receipts from the different sources of revenue. Before entering on the duties of his office, he shall give bond and security, in the penalty of twenty thousand dollars or more, if required by the Board, payable to the Virginia Central Railroad Company, conditioned for the faithful performance of all the duties of his office, as Clerk and Treasurer; and the President and Directors shall have power to demand new security of him whenever they shall think proper to do so.

8. The books of the Company shall be balanced quarterly, viz: on the first day of January, April, July and October.

9. The Treasurer shall require the ticket agent at Richmond to pay over to him the proceeds of tickets sold every day as soon as practicable after the train has left, and the conductors to pay their daily collections on the cars on their arrival. Settlements must be made with the ticket agent, by reference to the tickets daily, if the Treasurer shall require it. Any unbankable money which cannot be disposed of in daily payments in the office, must be disposed of for bankable money by the Treasurer. The money of the Company, not necessarily remaining in his hands for the daily settlement of claims against the Company, shall be deposited in such of the banks as the President and Directors may order.

10. No money shall be drawn out of bank, except by the warrant of the Treasurer, countersigned by the acting President; and every warrant shall express on its face on what account it was drawn.

11. The Treasurer may settle any accounts for pay rolls, provisions, materials for ordinary repairs, and for other ordinary current expenses necessary for conducting the affairs of the road, upon their being certified to be correct by the President or the General Superintendent; but he shall not pay any other accounts which



have not been approved by the Board or the Executive Committee ; and all new subjects of expense, *before being incurred by any officer of the Company*, must first receive the sanction of the Board or Executive Committee.

12. The Treasurer shall furnish a list of all officers and agents of the Company, with their names and pay, to be published in the annual report.

13. The Treasurer shall be allowed a sufficient number of clerks, to be determined by the Board, one of whom shall test the amount of money due on every way bill, whether for up or down freight, and charge the same to the agent, whose duty it is to collect it. He shall settle with the principal freight agent in Richmond at least once a week, and with the agents in the country at least once a month. He shall cause the way bills to be properly preserved, and also have the freight books so kept, that the amount due for freight in money, received at or sent from each depot, may readily be known. In like manner he shall cause all passenger way bills and tickets to be tested, and the proper amounts charged, whether to agents of the Company, or connecting lines, so as to show the amount received, and the number of passengers arriving at or departing from each station ; the passenger tickets and way bills must be filed and preserved for the inspection of the examining committee.

14. All claims for purchases connected with the transportation department, or supplies for the road and shops, must be adjusted in the Superintendent's office before they are paid by the Treasurer, and claims on account of the construction of the road must be certified by the Chief Engineer. But all claims of a doubtful character, not under contract, or for purchases made, or services rendered by hands in the regular employment of the Company, must be submitted to the President and Treasurer before they are allowed or paid.

#### DUTIES OF GENERAL SUPERINTENDENT OF TRANSPORTATION AND HIS POWERS.

15. The duty of the Superintendent shall be, (subject to the authority of the President,) to direct the operations of the transportation department, to supervise the workshops of the Company, and the keeping the roadway in order by and through the Road Master. To ensure the efficient performance of his duties, he shall have the right to employ (with the power of removal) the following officers, viz : -The master of car repairs, master machinist, master smith, and yard master in Richmond, all car inspectors, and other hands connected with the shops, all runners, firemen and brakemen of passenger trains, freight, material and gravel trains, and watchmen of bridges and tunnels, and conductors of material and gravel trains ; the removal of any *officers* to be reported to the next meeting of the Board of Directors, to whom there shall be the right of appeal.

16. It shall be his duty to supervise the conduct of road master, conductors of trains, and all depot agents and clerks ; and shall inspect the whole line at least once in thirty days, unless prevented by more important business. In case of misconduct or incapacity, requiring prompt action, he may suspend any officer under his supervision, with the approbation of the President, and make a temporary appointment until the next meeting of the Board. In the absence of the President, he may act himself.

17. He will be furnished such number of clerks as the Board think proper, and shall make out quarterly, within twenty days after the end of each quarter, a detailed statement of receipts and expenditures, compared with the corresponding period of the previous year ; and annually, twenty days prior to the annual meeting, he shall report to the President a detailed statement of the transportation expenses, under the heads of repairs of road, repairs of engines and cars, train expenses, depot expenses and salaries, and any other information required by the President for the information of the Board.

18. He shall also require of the officers on the trains a report, and shall keep an account of all injuries to persons or property done by trains of the Company, with a statement of the facts and names of witnesses, so that when necessary, any case may be investigated by reference to the record.

19. The usual tables, showing the stock of engines and cars, materials, classification of business done by the Company, and any others required by the Legislature, shall accompany his annual report.

20. All sales of property of any kind must have the sanction of the Board of Directors or of the President.

#### DUTIES AND POWERS OF ROAD MASTER.

21. It shall be the duty of the Road Master, with such assistants as the Board may allow, to keep the roadway, depots and water stations in proper condition, subject to such instructions as the General Superintendent may give.

22. For the efficient performance of his duties he shall employ and control, with the power of removal, all the section masters and road carpenters ; but in case he has to remove any section master, the fact must be reported to the next meeting of the Board.

23. He shall also hire the hands required for the repairs of road purchase such quantity of wood for the engines as the General Superintendent may direct, and timber along the line of the road for repairs ; all of which must be reported to him.

**PRINCIPAL FREIGHT AGENT IN RICHMOND.**

24. He shall be responsible for the shipment and delivery of freight, and the collection of money due therefor in Richmond, all of which dues shall be considered as payable in cash, and will be allowed such number of assistants as, in the judgment of the Board of Directors, may be necessary. Before entering on the duties of his office, he shall give bond and security in the penalty of thousand dollars or more, if required by the Board, payable to the Virginia Central Railroad Company, conditioned for the faithful performance of all the duties of his office as principal freight agent; and the Board of Directors shall have powers to demand new security of him whenever they think proper to do so. They shall also require bonds, with sufficient security, from all other officers of the Company who receive money. He shall require the collector of up freight to pay over to him his daily collections, and make settlements at least twice a week.

25. He shall pay over his daily collections to the Treasurer, including those made by the collector of up freight, and settle with him once a week, or oftener, if required to do so.

26. He shall also have copied into a book, to be kept in his office for public inspection, a distinct list of every article entered on the way bills, whether of freight sent from the depot in Richmond, or received there, with the amount of freight charged, preserving the original way bills to be delivered to the assistant Treasurer.

27. The principal freight agent shall hire such laborers for the depot in Richmond as the Superintendent may think necessary.

28. All the clerks and agents of the Freight Department in Richmond are to be subject to the authority of the principal freight agent, who may exercise the power of suspension and temporary appointment, as provided in Section 16, with the Superintendent of Transportation.

**MEETING OF THE STOCKHOLDERS.**

29. The general meeting of the stockholders, both annual and extra, shall be held at Richmond, unless otherwise ordered by a vote of the stockholders.

30. The annual meeting shall be held on the fourth Thursday in November, unless otherwise ordered.

31. The special meetings of the stockholders may be called whenever, in the judgment of the President and Directors, the interest of the Company requires it.

32. The meetings of the stockholders shall be organized by the appointment of a chairman, and shall be attended by the Treasurer of the Company, or such clerk *pro tempore* as they shall from time to time appoint; and in either case, by such additional clerk or clerks as may be necessary. The proceedings of each day shall be verified by the signature of the Chairman.

33. All proxies to represent stockholders at a general meeting, shall be in writing, and signed by the person thus transferring the power; partnerships may sign in the name of the partnership, and the signature of either member of the firm shall be valid. No proxy shall be valid, given more than sixty days prior to the meeting of the Company. In order to effect the organization of the Company, a chairman shall be elected, who shall appoint a committee of three to examine the validity of the proxies and the number of votes they represent, which, with the votes represented in person, must constitute a majority of all the votes which could be given.

34. No proxy for individual stockholders shall pass free, going to or returning from the meetings of the Company, unless he is himself a stockholder.

34. The stock of the Company shall be transferred only on the books of the Company, by the stockholder in person, or by his attorney in fact, *according to such forms* as the President and Directors may prescribe; and the books of transfer shall be closed fifteen days previous to any general meeting.

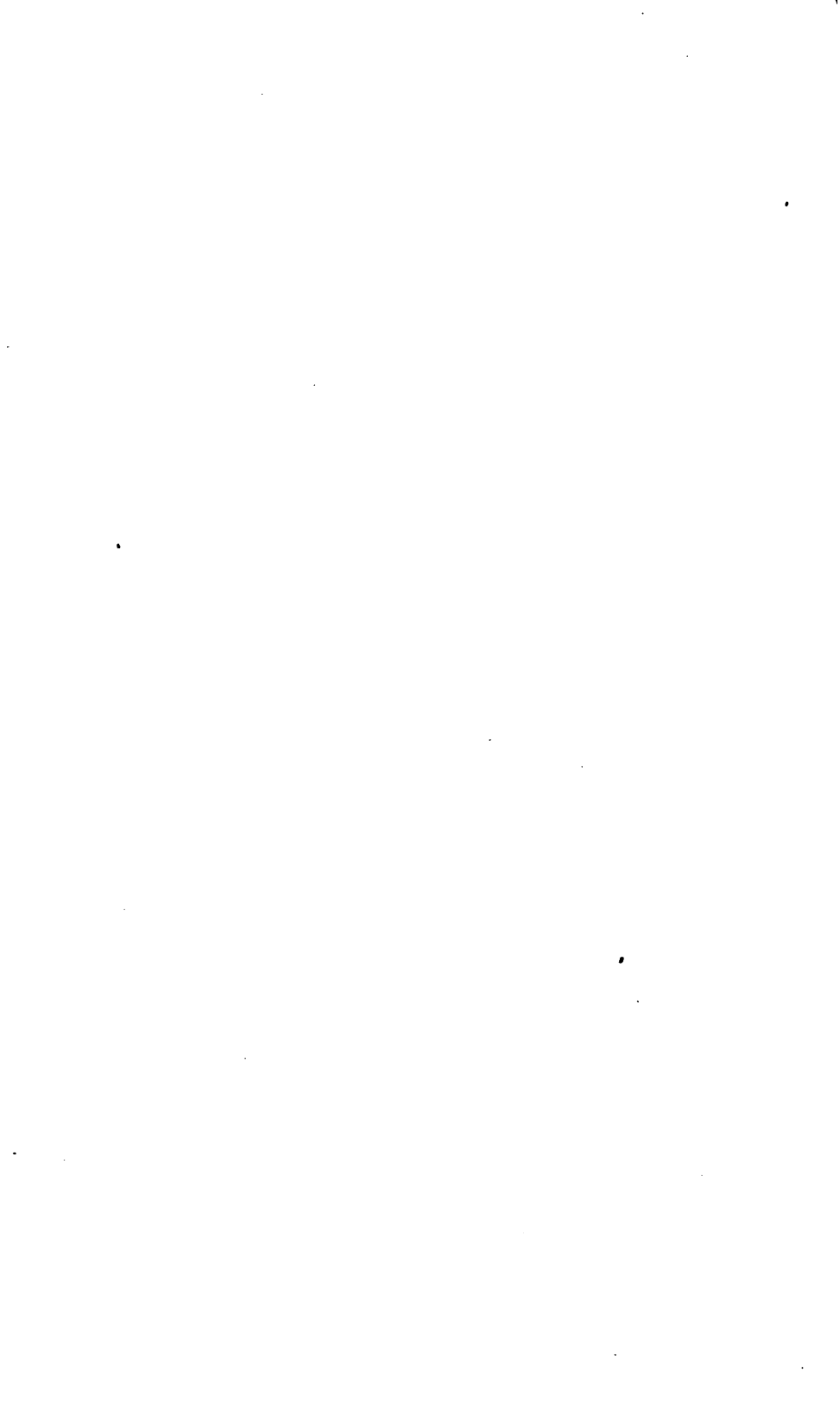
36. At each annual meeting of the Company, a committee of seven shall be appointed to examine the books of the Treasurer, and report to the next annual meeting. In the discharge of this duty any three of the Committee may act.

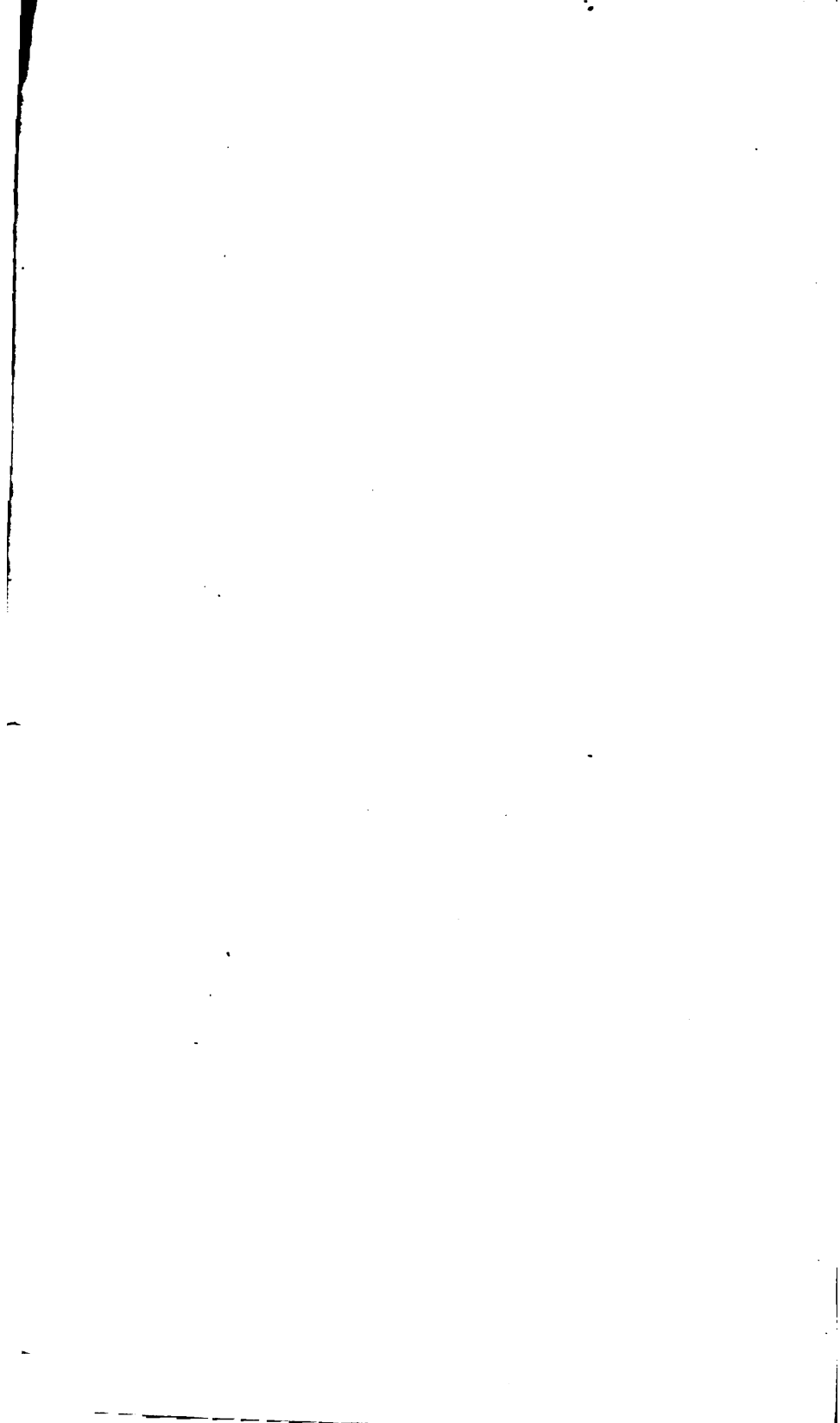
37. There shall also be appointed at every annual meeting, a committee of six, to examine and report on the condition of the road and the various works connected therewith.

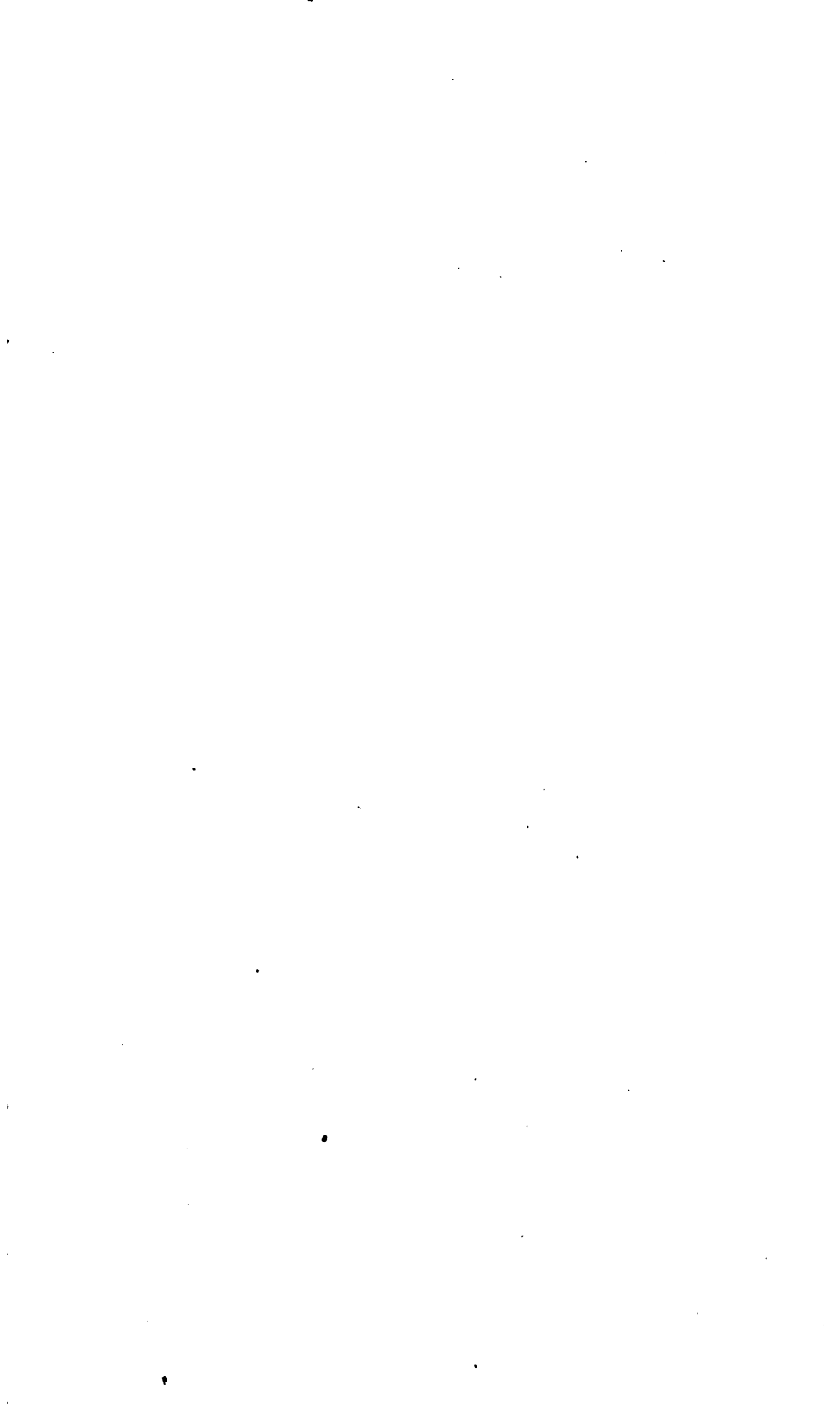
38. The chairman of every annual meeting shall appoint a committee of seven, whose duty it shall be to examine the report of the President and Directors for the ensuing year, with the accompanying documents, and to report thereon to the next meeting of the stockholders immediately after the report of the President and Directors has been presented.

39. The President and Directors shall have power, from time to time, to adopt such additional by-laws, not inconsistent with the laws of the State and charter of this company, as experience may show to be necessary and proper to be enforced, till the next annual or called meeting thereafter, and then to be laid before the stockholders for their approval or rejection.

40. The By-laws of the Company shall be published annually with the proceedings of the annual meetings.











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ENTY-SEVENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

Virginia Central Railroad Company,

TO THE

STOCKHOLDERS,

AT THEIR

ANNUAL MEETING,

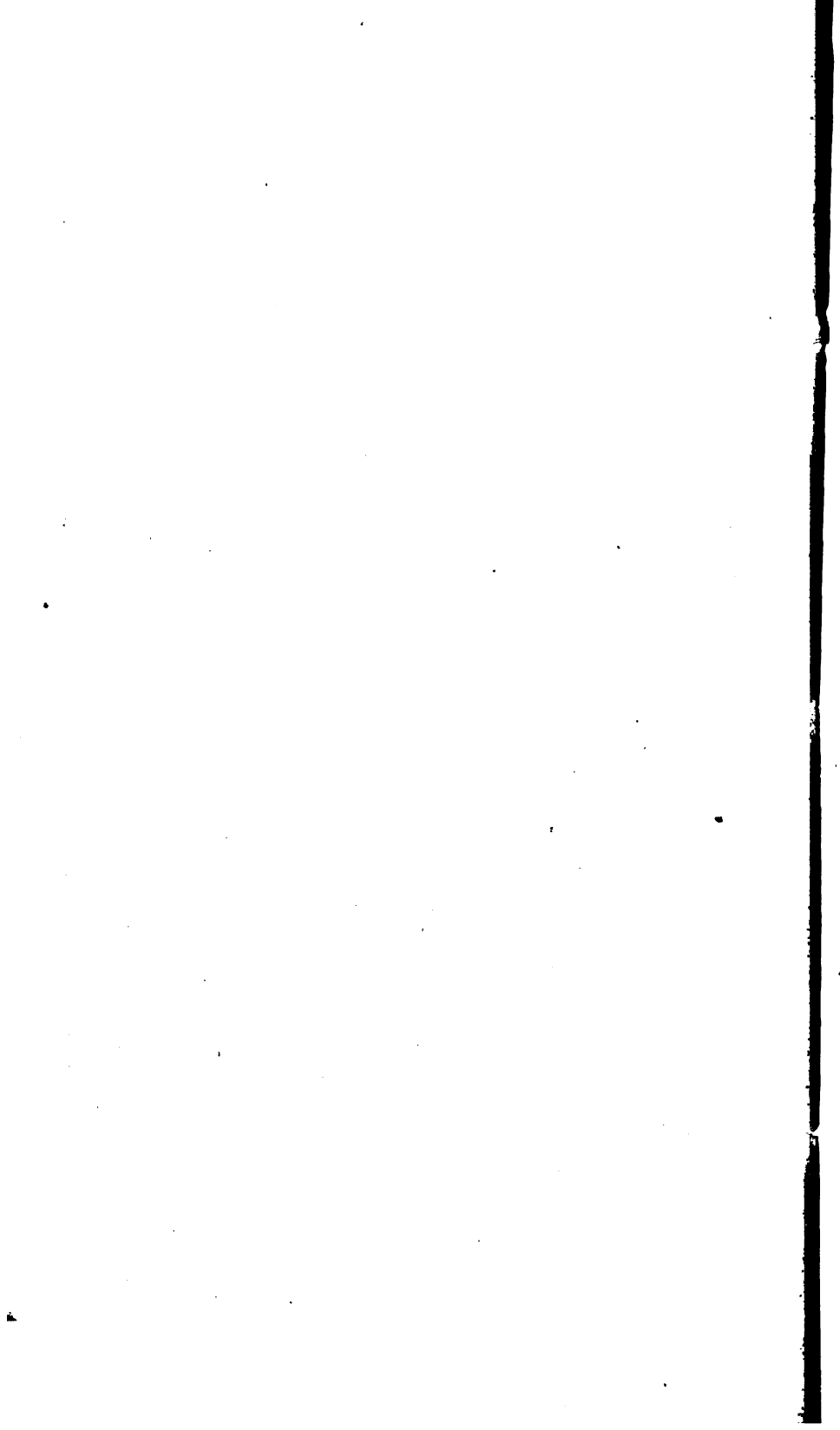
NOVEMBER, 1862.

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RICHMOND:

M. ELLYSON, PRINTER, 130 MAIN STREET.

1862.



TWENTY-SEVENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

Virginia Central Railroad Company,

TO THE

STOCKHOLDERS,

AT THEIR

ANNUAL MEETING,

NOVEMBER, 1862.

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RICHMOND:

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1862.



# TWENTY-SEVENTH ANNUAL MEETING.

OF THE

## STOCKHOLDERS

OF THE

### VIRGINIA CENTRAL RAILROAD COMPANY.

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RICHMOND, November 27, 1862.

This being the day appointed for the Annual Meeting of the Stockholders of the Virginia Central Railroad Company, they assembled at the African Church, in the City of Richmond; pursuant to public notice

On motion of D. J. Saunders. Mr. John Wood, Jr., was appointed Chairman; and on motion of Gen. C. G. Coleman, J. Garrett and C. J. F. Netherland were appointed Secretaries of the meeting.

On motion of B. H. Magruder, Esq., the Chair was authorized to appoint a committee of three to receive and examine Proxies, and report whether or not a quorum was present.

The Chair appointed Messrs Magruder, Glazebrook and Kinney. The Committee on Proxies having reported a quorum—

On motion of Mr. L. W. Glazebrook, the President presented the Report of the President and Directors to the Stockholders, and commenced reading the same to the meeting, when, on motion of Gen. C. G. Coleman, the further reading of the Report was dispensed with.

Mr. B. H. Magruder presented and read the Report of the Committee on the Treasurer's Books and Accounts.

On motion of Mr. James Lyons, the reports were received.

The meeting then proceeded to elect a President for the ensuing year, when Col. Fontaine was nominated and unanimously re-elected to that office.

David J. Saunders, Esq., nominated Messrs N. B. Hill, of Richmond City, and Dr. John R. Woods, of Albemarle, as Directors on the part of the Stockholders, when they were unanimously elected.

On motion of Mr. James Lyons, the salary of the President was increased twenty-five per cent.

Mr. Lyons offered the following resolution :

*Resolved*, That in view of the extraordinary advance in the price of the means of subsistence, this meeting heartily recommend to the Directors a proper and fair adjustment of the salaries of their officers where this has not been done.

Which was agreed to.

On motion of Mr. Lyons, the pay of the Directors was increased to five dollars per diem.

On motion of Mr. Glazebrook, the pay of the Committees was increased to five dollars per diem.

Mr. S. W. Ficklin offered the following resolution, which was adopted :

*Resolved*, That the Board of Directors be requested to take into consideration the importance of making improvements for the reception and discharge of passengers and freights at Charlottesville.

On motion of Mr. Davenport, it was

*Resolved*, That the President and Directors be requested to have a conference with other Railroad Companies in Virginia, to take into view the propriety of advancing the rate of freight and fare carried for the Government.

On motion of Mr. L. W. Glazebrook, the gentlemen composing the regular Standing Committees of last year were re-appointed.

## COMMITTEES.

### *Committee on Report of the President and Directors :*

Mr. John Hunter, of Louisa.  
Col. Williams C. Wickham, of Hanover.  
Mr. Thos. R. Price, of Richmond.  
Gen. C. G. Coleman, of Louisa.  
Mr. Eugene Davis, of Albemarle.  
Mr. Jas. B. Newman, of Orange.  
Mr. Jefferson Kinney, of Augusta.

### *Committee to Examine the Treasurer's Books and Accounts.*

Mr. B. H. Magruder, of Albemarle.  
Col. Bolivar Christian, of Augusta.  
Mr. John Wood, Jr., of Albemarle.  
Mr. John Page, of Hanover.  
Mr. Ro. M. Kent, of Louisa.  
Mr. David Anderson, Jr., of Louisa.  
Mr. David J. Saunders, of Richmond.

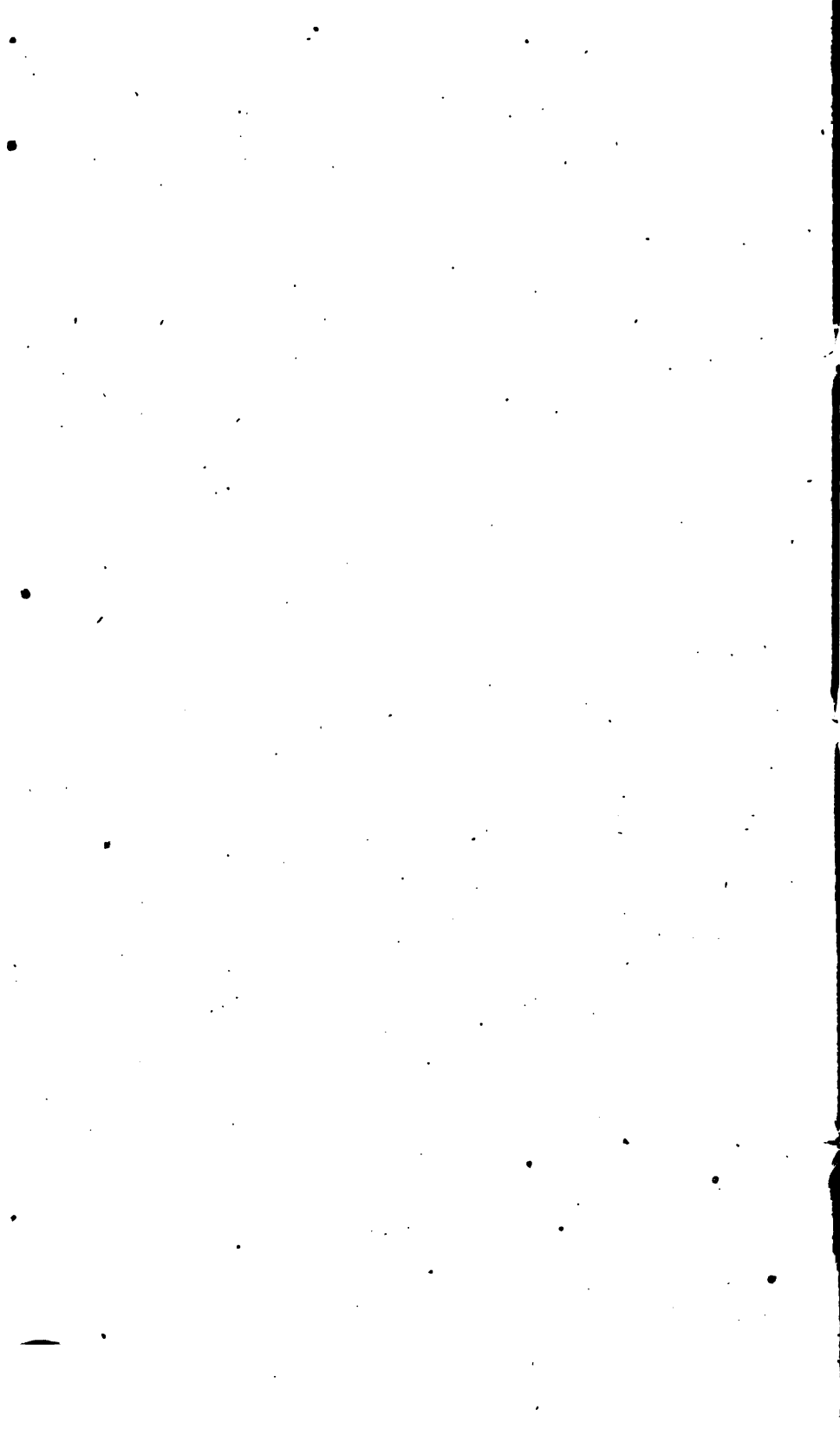
*Committee to Examine the Road.*

Dr. R. H. Nelson, of Hanover.  
 Mr. John Hunter, of Louisa.  
 Mr. Benj. Wood, of Albemarle.  
 Mr. Wm. M. Tate, of Augusta.  
 Mr. Philip Nelson, of Hanover.  
 Mr. John H. Bibb, of Albemarle.

On motion of Mr. B. H. Magruder, the meeting adjourned *sine die*.

JOHN WOOD, JR., *Chairman.*

J. GARRETT,  
 C. J. F. NETHERLAND, } *Secretaries.*





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**REPORTS**  
**AND**  
**ACCOMPANYING DOCUMENTS.**  
**1862.**

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# REPORT.

## TO THE STOCKHOLDERS OF THE VIRGINIA CENTRAL RAILROAD COMPANY.

GENTLEMEN: The accompanying reports of the Treasurer, Chief Engineer and General Superintendent of transportation, exhibit the details of the operations of the Company for the last fiscal year ending on the 30th day of September.

It will be seen that the gross receipts of the Company are larger than they have ever been. The expenses actually incurred, though larger necessarily than usual, on account of increased prices, do not represent the whole amount which ought to have been expended. The Board therefore feel it their duty to caution the Stockholders not to be misled by the amount of surplus appearing after the deduction of the current expenses of administration. Without going into details, it will be readily understood that there is a large class of expenses to be met at the close of the war to put the road in the condition we desire, and such as has generally been the case. These omissions have been caused by the great difficulty in obtaining a sufficient amount of labor and materials; and in relation to the latter, some of which it may be said to have been impracticable to obtain.

Whilst the Board consider it proper to guard the Stockholders against adopting too flattering a conclusion from the surplus reported, they feel warranted in stating that the large contingent fund which they have thought it prudent to keep on hand will be sufficient to cover all deferred expenses required for restoring the road and machinery to its proper condition, and at the same time to continue regular semi-annual dividends. We would further remark, that to prevent an inference that the road is in a seriously bad condition, they will remind the stockholders that the unusually large amount of business has been done with comparatively few casualties.

### *Revenue and Expenses.*

The gross receipts of the Company for the fiscal year			
(see statement of the Treasurer,) were			
	-	-	\$1,016,157 77
Expenses of administration	-	-	371,809 96
<hr/>			
Balance of nett revenue	-	-	644,347 81

Out of the nett revenue have been paid two regular dividends, equal to 5 per centum per annum, with an addition to make last year's dividend amount to that sum, the whole interest on the Company's debt, the regular investment in the sinking fund, some reduction in the principal of the debt, the amount for construction

on account of the unfinished section next to Covington, for new buildings and culverts, as shown by the Treasurer's statement, and the amount due the Board of Public Works, for the use of the Blue Ridge railroad, all of which will be seen by the Treasurer's statement, leaving a large surplus.

The cost of the road, including grading of the last 10 miles from Jackson's River Depot to Covington, together with the equipment up to the 1st of October, as per Treasurer's statement, will be found to be - \$5,918,882 84  
 Engineer's estimate of cost of completing the road to Covington, with a depot at Covington - - 10,000 00

Total cost of road to Covington - - - 5,928,882 84

*Length of Road and its Cost.*

The whole distance from Richmond to Covington, the Eastern terminus of the Covington and Ohio railroad, is 205 miles, of which 17 miles is comprised in the Blue Ridge railroad, constructed and owned by the State, from Mechum's River to Waynesboro'.

Deducting the Blue Ridge railroad, the length of the road owned by this Company is 188 miles.

The average cost of the road per mile, supposing the Engineer's estimate for laying the track, &c., &c., to be correct, will be - - - \$31,536 61

*Whole Debt of the Company.*

Bonds secured by mortgage, viz : -  
 Due in 1872 - - - - - \$206,500 00  
 Due in 1880 - - - - - 100,000 00  
 Due in 1884 - - - - - 983,000 00  
 Debt to the Commonwealth, on account of loan authorized by the Legislature - - - 210,000 00

\$1,499,500 00  
 122,913 00

*Deduct investments in Sinking Fund, (see table E)*

Leaving as the total mortgage debt - - - \$1,376,587 00  
 Dividend bonds due in 1865 - - - \$65,271 00  
 " " " 1866 - - - 68,988 00  
 " " " 1875 - - - 88,730 00

222,989 00  
 Floating debt - - - - - 174,648 48

\$1,774,224 48

*Deduct debts to the Company* - - \$403,349 68  
 Cash on hand 1st October, 1862 - - 13,676 50

417,026 18

Leaving total liabilities of the Company, 1st October, 1862 - - - - - \$1,357,198 30

### *Unfinished Section between Jackson River and Covington.*

This section, as the Stockholders will remember, was nearly completed at the time of their last meeting. The grading had been done, the ties were ready, and laying the track was only delayed in consequence of the Government engrossing all the power of the Company for transportation, and therefore the iron could not be hauled from Richmond; but subsequent events have proven that it was fortunate that the Company was prevented at that time from laying down the iron on that section. It has been found difficult to procure any other supply of railroad bars for keeping up the track, and this iron has been appropriated to the repair of the Eastern part of the road. Without that resource which was most fortunately at their command, it would not have been possible to have done so large an amount of transportation for the Government with the same expedition and safety.

### *Capacity of Railroad Companies to continue Operations.*

Much anxiety is felt to know whether our railroads can be kept in safe running order if the war shall continue a few years longer, and it is hardly to be doubted, that our enemies suppose the rapid decline in the efficiency of our roads is soon to diminish our means of successfully maintaining our struggle for independence; but that ground of hope for effecting our subjugation, like many others, will fail them. If the speed of our trains is judiciously reduced, with reference to the depreciation of the rails, our roads will last many years longer. In conformity with these views, the speed of our trains has been very much lessened, and, if necessary, will be to a still greater extent.

### *Injury to the Road by the Enemy.*

During the past summer a portion of the road between Hanover Court-House and Richmond was in the hands of the enemy. They did no great injury either to the road way or any other property of the Company, except the burning of South Anna bridge. A few rails were torn up in several places and two pieces of trestle work and a few freight cars were burnt. This forbearance is doubtless to be ascribed to the fact that they confidently expected in a short time to be in possession of the city of Richmond and the whole road, and consequently only aimed to impair its immediate usefulness to us. The damages here have all been repaired, and the road at this end has been for some time past in full operation. The bridge across South Anna, for want of time, was constructed altogether of trestle work. Its strength and present safety is undoubted. It will be more liable, of course, to be carried off by a freshet than a bridge with long spans, but proper precautions will be used to guard against that danger. It is proper in this connexion to say that the Road

Master deserves much credit for the promptitude with which this work was executed, after it was decided to undertake it.

All the buildings at Beaver Dam and the bridge across the Cowpasture River were also destroyed by the enemy with fire. An order has been made by the Board to re-build Cowpasture bridge, but the difficulty of obtaining suitable timber will probably make it necessary to postpone it for the present. The violent character of that stream, under the influence of the winter rains, would forbid the hope of a trestle bridge standing but a short time. The rebuilding of the depot at Beaver Dam is far advanced towards completion.

In conclusion, the Board take pleasure in bearing testimony to the valuable services of the General Superintendent of Transportation, the Treasurer and other chief officers of the Company, and to the industry and fidelity of the subordinate officers generally.

By order of the Board.

E. FONTAINE, *President.*

*Richmond, November 6th, 1862.*

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**TREASURER'S**  
**ANNUAL REPORT.**

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# TREASURER'S REPORT.

## TABLE A.

### STOCK AND DEBTS.

Amount of capital stock authorized by charter . . . . .	\$3,400,000 00
Amount paid in by the State by last report, the same by this report . . . . .	1,960,382 57
Amount paid in by others than the State by last report . . . . .	1,332,062 16
Amount now paid in by others than the State . . . . .	1,342,811 41
Total amount of capital stock now actually paid in . . . . .	3,303,103 98
Further payments on the part of the State, contingently* authorized by the Legislature, which, (with the \$1,960,382 57 already paid as above,) will amount to three-fifths of the total capital stock authorized by charter . . . . .	79,617 43
Leaving the sum to be paid by subscribers other than the State, in order to make up the full amount of capital stock authorized . . . . .	17,188 59

#### Funded debt secured by mortgage, viz:

Bonds guaranteed by the State, and payable in 1880 . . . . .	\$100,000 00
Coupon bonds issued by authority of the stockholders at their annual meeting in 1851, for the purpose of laying the track with T rails—payable in 1872 . . . . .	206,500 00
Coupon bonds issued by authority of the stockholders at their special meeting in 1864, for the purpose of construction and equipment of the road—payable in 1884 . . . . .	983,000 00
Loan from the State, being a part of the loan authorized by the Legislature—session of 1859-'60 . . . . .	210,000 00
	<u>\$1,499,500 00</u>

#### From which deduct the following investments on account of the sinking fund, viz:

Coupon bonds of the company issued in 1851—purchased and cancelled . . . . .	\$12,500 00
Coupon bonds of the company, issued in 1864—purchased and cancelled . . . . .	65,000 00
Bonds of the State of Virginia—applied to the sinking fund . . . . .	20,000 00
Bonds of the Confederate States—applied to the sinking fund . . . . .	22,200 00
Sinking fund for the redemption of the loan from the State . . . . .	3,213 00
	<u>122,913 00</u>
Leaving a balance of funded debt of . . . . .	<u>\$1,376,587 00</u>

#### Dividend bonds:

Bonds issued for dividends in 1851—payable in 1866 . . . . .	\$68,988 00
Bonds issued for dividends in 1853—payable in 1875 . . . . .	88,730 00
Bonds issued for dividends in 1855—payable in 1865 . . . . .	65,271 00
	<u>222,989 00</u>

#### Other bonds and debts, comprising what may be denominated the floating debt of the company, being debts now due, or falling due in a short time, viz:

Bonds issued for temporary loans not secured by mortgage, and now due . . . . .	\$59,134 23
Bond issued for loans and payable within the ensuing year . . . . .	10,000 00
	<u>69,134 23</u>
Bonds issued to contractors for work done West of the Blue Ridge and now due, . . . . .	100 00
Bonds issued for work done near Covington, and due in the ensuing year . . . . .	15,790 00
Due to the stockholders for cash dividends—not applied for . . . . .	29,544 50
Due to individuals for materials, &c., &c., and to railroad companies for through tickets on open accounts . . . . .	60,079 75
	<u>174,648 48</u>



*A Comparative Statement of the Debt of the Company, both Funded and Floating, for the years ending 30th September, 1861 and 1862, viz :*

Sept. 30, 1861—Funded debt per last report, viz :

Coupon bonds of the company, payable in 1872 . . . .	\$206,500 00
Coupon bonds of the company, payable in 1884 . . . .	983,000 00
Bonds guaranteed by the State of Virginia, payable in 1880 . . . .	100,000 00
Loan from the State of Virginia . . . . .	210,000 00

Deduct coupon bonds of the company, payable in 1872, purchased on account of the sinking fund, and canceled . . . . .	\$12,500 00	1,499,500 00
Deduct coupon bonds of the company, payable in 1884, purchased on account of the sinking fund, and canceled . . . . .	62,000 00	
Deduct bonds of the State of Virginia applied to the sinking fund . . . . .	20,000 00	
Deduct sinking fund for the redemption of the loan from the State . . . . .	1,050 00	
		<u>95,550 00</u>

Bonds issued for dividends, per last report . . . . .		1,403,950 00
Floating debt, per last report . . . . .		224,382 00
		<u>180,367 11</u>
		1,808,699 11

Deduct debts due to the company other than for unsettled balances on account of subscription to capital stock and cash on hand, per last report . . . . .		301,526 72
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Total, per last report . . . . . \$1,507,172 39

Sept. 30, 1862—Funded debt, per this report :

Coupon bonds of the company, payable in 1872 . . . .	\$206,500 00
Coupon bonds of the company, payable in 1884 . . . .	983,000 00
Bonds of the company guaranteed by the State, payable in 1880, . . . .	100,000 00
Loan from the State of Virginia . . . . .	210,000 00

Deduct coupon bonds of the company, payable in 1872, purchased on account of the sinking fund, and canceled . . . . .	12,500 00	1,499,500 00
Deduct coupon bonds of the company, payable in 1884, purchased on account of the sinking fund, and canceled . . . . .	65,000 00	
Deduct bonds of the State of Virginia applied to the sinking fund . . . . .	20,000 00	
Deduct bonds of the Confederate States applied to the sinking fund . . . . .	22,200 00	
Deduct sinking fund for the redemption of loan from the State . . . . .	3,213 00	
		<u>122,913 00</u>

Bonds issued for dividends, per this report . . . . .		1,376,587 00
Floating debt, per this report . . . . .		222,989 00
		<u>174,648 48</u>
		1,774,224 48

Deduct debts due to this company other than for unsettled balances on subscriptions to capital stock, per this report.

Bonds of the State of Virginia not applied to the sinking fund . . . . .	\$21,000 00
Bonds of the Confederate States not applied to the sinking fund . . . . .	32,100 00
Bills receivable . . . . .	13,102 20
Due from agents of the company for fare and freights from stage and railroad companies for through tickets, and from the Confederate States . . . . .	337,147 48

	403,349 68	
Cash on hand 30th September, 1862 . . . . .	13,676 50	
		<u>417,026 18</u>

\$1,357,198 30

E. E.

J. GARRETT, Treasurer.

TABLE B.—Return of the State of the Virginia  
CAPITAL

Of which there has been paid by the Board of Public Works, on account of the subscription of the State to the capital stock of the Company			
Paid by subscribers other than the State	.	.	\$1,960,382 57
	.	.	1,342,811 41
			\$3,303,193 98
Balance of authorized capital unpaid	.	.	96,806 02
			\$3,400,000 00

# RECEIPTS.

From the Board of Public Works, on account of the subscription of the State to the capital stock of the Company			
From subscribers other than the State	.	.	\$1,960,382 57
	.	.	1,342,811 41
			\$3,303,193 98
Funded debt secured by mortgage, viz:			
Bonds of the Company guaranteed by the State—payable in 1880,			100,000 00
Coupon bonds issued by authority of the stockholders at their annual meeting in 1851—payable in 1872	.	.	206,500 00
Coupon bonds issued by authority of the stockholders at their special meeting in 1854—payable in 1884	.	.	983,000 00
Loan from the State of Virginia, being a part of the loan authorized by the Legislature, session of 1852-60	.	.	210,000 00
			1,499,500 00
Bonds issued for dividends in 1851—payable in 1866	.	.	68,988 00
Bonds issued for dividends in 1853—payable in 1875	.	.	88,730 00
Bonds issued for dividends in 1855—payable in 1865	.	.	65,271 00
			222,989 00
Bonds issued for temporary loans, not secured by mortgage—now due	.	\$59,134 23	
Bonds issued for loans and payable within the ensuing year	.	10,000 00	
			69,134 23
Bonds issued to contractors for work done—now due	.	.	100 00
Bonds issued for work done near Covington	.	.	15,790 00
			85,024 23
Due to the stockholders cash dividends not applied for	.	.	29,544 50
Receipts for transportation from commencement, viz:			
From commencement to 1st October, 1861	.	.	\$5,249,761 34
Receipts for transportation for the year ending 30th September, 1862	.	.	1,015,273 33
Receipts for dividends on 45 shares stock in Telegraph Company,	.	.	241 50
Miscellaneous receipts for the year ending 30th September, 1862,	.	.	165 00
			6,265,441 17
Rent of real estate, viz:			
To 1st October, 1861, per last report	.	.	\$6,619 22
From 30th September, 1861, to 1st October, 1862	.	.	477 94
			7,097 16
Debts due by the Company for materials purchased for repairs, for work done, &c., &c., charged in the disbursements but not yet paid for			
	.	.	60,079 75

\$11,472,869 79

Central Railroad Company, 30th September, 1862.

STOCK.

Capital stock authorized . . . . . \$3,400,000 00

\$3,400,000 00

DISBURSEMENTS.

For construction of road and buildings between Richmond and Staunton	\$2,356,334 42	
For construction of road and buildings between Staunton and Covington	2,020,734 60	
For equipment, cost of locomotives, passenger and freight cars, machinery, &c.	541,813 82	
Total cost of road, buildings, and equipment		\$5,918,882 84
For real estate in Richmond and on the line of the road, not included in cost of roads and buildings—embracing houses and lots principally in Richmond		25,196 95
For the Blue Ridge railroad and tunnel—tolls paid to the State for the Blue Ridge railroad and tunnel from the time the cars commenced running to Greenwood Depot to the 1st Oct., 1862,		50,183 07
For use of Blue Ridge railroad and tunnel, under contract with Board of Public Works for the completion of said road and tunnel by the Virginia Central Railroad Company		65,342 60
For work done on said road and tunnel under said contract	\$76,226 19	
Deduct for use of said road and tunnel under the contract above mentioned	65,342 60	
		10,883 59
For survey of short line between Richmond and Charlottesville		1,921 98
For one negro man		1,200 00
For 180 shares of stock purchased of E. Melton, at \$50 per share,		9,000 00
For 46 shares of stock in the Richmond, Charlottesville, and Staunton Telegraph Company		4,600 00
For interest	852,163 06	
Less discount on dividend and coupon bonds purchased within the year	622 40	
		851,540 66
Dividends declared since commencement		990,180 56
For sinking fund, viz:		
Of coupon bonds issued by authority of the stockholders at their annual meeting in 1851 there has been purchased this sum	12,500 00	
Of coupon bonds issued by authority of the stockholders at their special meeting in 1854 there has been purchased this sum	65,000 00	
Bonds of the State of Virginia belonging to the Company—applied to the sinking fund	20,000 00	
Bonds of the Confederate States belonging to the Company—applied to the sinking fund	22,200 00	
		119,700 00
For sinking fund for the redemption of the loan made by the State to the Company		3,213 00
For transportation and other general administration expenses from commencement, viz:		
From commencement to 1st October, 1861	2,632,186 40	
From 30th September, 1861, to 1st October, 1862	371,809 96	
		3,003,996 36
Debts due to the Company other than for unsettled balances on subscriptions to capital stock, viz:		
Bonds of the State of Virginia belonging to the Company and not applied to the sinking fund	21,000 00	
Bonds of the Confederate States belonging to the Company and not applied to the sinking fund	32,100 00	
Bills receivable	13,102 20	
Due from agents of the Company for fare and freights from stage and railroad companies for through tickets, and from the Confederate States of America, &c.	337,147 48	
		403,349 68
Cash on hand 30th September, 1862		13,676 50
		\$11,472,869 79

## TABLE

*Receipts and disbursements within the***RECEIPTS.**

Cash on hand 30th September, 1861, per last account	\$22,410 52	
Debts due to the Company other than for unsettled balances on subscriptions to capital stock per last report, viz:		
Bonds of the State of Virginia belonging to the Company and not applied to the sinking fund	21,000 00	
Bills receivable	13,102 20	
Debts due from the Confederate States and from agents of the Company for fare and freights, and from railroads and stage companies through tickets, &c.	245,014 00	
		\$301,526 72
Received from individuals on account of subscriptions to capital stock		10,750 25
Received from the Board of Public Works in bills for work done on the Blue Ridge Railroad and tunnel under contract		12,003 25
On equipment account received for old machinery sold		1,800 00
Bonds issued to contractors for work done near Covington		1,750 00
Receipts for transportation within the year ending 30th September, 1862, viz:		
For passenger fare	700,194 25	
For freight	262,982 29	
For express freight	44,555 81	
For transportation of mail	13,476 32	
For use of road between Gordonsville and Charlottesville by the Orange and Alexandria Railroad Company for transporting freights, materials, &c.	4,064 66	
	1,015,273 33	
Miscellaneous receipts for the year ending 30th September, 1862	165 00	
For dividends on 40 shares stock in Telegraph Company	241 50	
		1,015,679 83
For rent of Real estate		477 94
Due to the stockholders for dividends not applied for		29,544 50
Due to individuals for materials for repairs and for work done, and which have been charged in the disbursements but not yet paid for		60,079 75

\$1,433,612 24

C.

*year ending the 30th September, 1862.*

## DISBURSEMENTS.

Debts due by the Company for materials purchased for repairs and for work done, &c., &c., per last report	\$28,851 12	
For bills payable per last report	30,000 00	
For dividends due to the stockholders and not applied for per last report	3,458 50	\$62,309 62
For construction of road and buildings between Richmond and Staunton, construction of new shops in Richmond, and stone culverts between Richmond and the Junction	22,791 49	
For land damages between Staunton and Richmond	261 83	23,056 32
For construction of road and buildings between Staunton and Covington, grading, masonry, depots, &c.	\$51,733 28	
Less this sum received on account of land damages between Staunton and Covington	399 00	
	51,334 28	
For engineering expenses between Staunton and Covington	6,135 72	57,470 00
For Blue Ridge Railroad and tunnel—tolls paid to the State for the Blue Ridge Railroad and tunnel		5,083 37
For use of Blue Ridge Railroad and tunnel under contract with the Board of Public Works for the finishing of said road and tunnel by the Virginia Central Railroad Company		12,003 25
For dividend bonds issued 1st October, 1851, purchased and cancelled	348 00	
For dividend bonds issued 15th October, 1853, purchased and cancelled	370 00	
For dividend bonds issued 1st July, 1855, purchased and cancelled	675 00	1,393 00
		10,650 00
For bonds issued for temporary loans		800 00
For bonds issued to contractors for work		
For interest account	93,677 93	
Less discount on dividend bonds purchased and canceled	\$22 40	
Less discount on coupon bonds purchased on account of sinking fund	600 00	
	622 40	93,055 53
For sinking fund, viz:		
Coupon bonds of the Company issued by authority of the stockholders at their special meeting in 1854	3,000 00	
Bonds of the Confederate States belonging to the Company applied to the sinking fund	22,200 00	25,200 00
		2,163 00
For sinking fund for redemption of loan from the State		
Paid the Board of Public Works balance of deferred interest on dividend bonds		23,333 26
Dividends declared within the year ending 30th September, 1862		328,258 75
For transportation and other general administration expenses, viz:		
Salaries	13,506 00	
Taxes	43,573 24	
Insurance	1,577 84	
Other general administration expenses (for details of which see Superintendent's report, page —)	313,152 88	371,809 96
Debts due to the Company other than for unsettled balances on subscriptions to capital stock		
Bonds of the State of Virginia belonging to the company and not applied to the sinking fund	21,000 00	
Bonds of the Confederate States	32,100 00	
Bills receivable	13,102 20	
Due from agents of the Company for fare and freight, from Stage and Railroad Companies for through tickets, and from the Confederate States for transportation, &c.	337,147 48	403,349 68
		13,676 50
Cash on hand 30th September, 1862		1,433,812 24

E. E.

JOHN GARRETT, *Treasurer.*

## TABLE

*Showing the Receipts from all sources, and the Disbursements on*

## RECEIPTS.

Received from individuals on account of subscription to capital stock . . .	\$10,750 25
Received on equipment account, for old machinery sold . . .	1,800 00
Received from the Board of Public Works in tolls, for work done on the Blue Ridge railroad and tunnel, under contract, by the Virginia Central Railroad Company . . .	12,003 25
Bonds issued to contractors for work done near Covington . . .	1,750 00
Transportation receipts, (see Table C) . . .	\$1,015,273 33
Miscellaneous receipts . . .	165 00
Dividends on 46 shares in Telegraph Company . . .	241 50
Rent of real estate . . .	1,015,679 83
	477 94
Total . . .	1,042,461 27
Bonds of the State of Virginia on hand, per last report . . .	\$21,000 00
Bills receivable on hand, per last report . . .	13,102 20
Debts due to the Company on open accounts, per last report . . .	245,014 00
Cash on hand 30th September, 1861, per last report . . .	22,410 52
	301,526 72

\$1,343,987 99

## D.

*all accounts for the year ending 30th September, 1862—separately.*

## DISBURSEMENTS.

For construction of roads and buildings between Richmond and Staunton. (See Table C)	\$22,794 49
For land damages between Richmond and Staunton	261 83
For construction of road and buildings between Staunton and Covington. (See Table C)	\$51,733 28
Less this sum received on account of land damages	399 00
	<hr/>
	51,334 28
For engineering expenses	6,135 72
For Blue Ridge railroad and tunnel—tolls paid to the State for said road and tunnel	5,083 37
For use of Blue Ridge railroad and tunnel, under contract with the Board of Public Works	12,003 25
For dividend bonds, issued in 1851, 1853, and 1855, purchased and canceled	1,393 00
For bonds of the Company issued for temporary loans	10,650 00
For bonds issued to contractors	800 00
For interest	93,055 53
For sinking fund	25,200 00
For sinking fund, for redemption of loan from the State	2,163 00
Paid Board of Public Works, balance of deferred interest on dividend bonds	23,333 26
For transportation and other general administration expenses. (See Table C.)	371,809 96
Dividends due and uncalled for, per last report	3,458 50
Dividends declared within the year	\$328,258 75
Less dividends now due and uncalled for	29,544 50
	<hr/>
	298,714 25
For bills payable due, per last report	30,000 00
Open accounts due, per last report	28,851 12
	<hr/>
Total	987,041 56
Bonds of the State of Virginia, now on hand, not applied to sinking fund	\$21,000 00
Bonds of the Confederate States, now on hand, not applied to sinking fund	32,100 00
Bills receivable	13,102 20
Due from agents of the Company for fare and freights from railroad and stage companies, and from the Confederate States for transportation, &c., &c.	337,147 48
Cash on hand 30th September, 1862	13,676 50
	<hr/>
	417,026 18
Deduct debts due by the Company for materials, for repairs, &c., as per Tables B and C—open accounts	60,079 75
	<hr/>
	356,946 43
	<hr/>
	\$1,343,987 99

E. E.

J. GARRETT, Treasurer.

TABLE E.

*Details of Earnings for the Year ending 30th September, 1862.*

MONTHS.	Passenger Fare.	Freight.	Express Freight.	Mail Transportation.	Total.
October, 1861 . . .	\$44,853 50	\$52,160 45	\$6,377 29	\$836 39	\$104,277 63
November, 1861 . .	50,020 99	36,775 69	4,661 73	886 40	92,344 81
December, 1861 . .	51,608 63	33,538 87	6,414 40	886 40	92,448 30
January, 1862 . . .	43,803 45	29,969 60	6,580 38	1,493 13	81,846 56
February, 1862 . .	45,199 96	18,557 10	4,397 40	1,493 12	69,647 58
March, 1862 . . . .	50,946 97	3,036 52	3,355 95	1,493 12	58,832 56
April, 1862 . . . .	70,296 64	18,783 97	3,483 94	1,258 85	93,823 40
May, 1862 . . . . .	42,775 93	13,248 01	2,977 59	1,258 85	60,260 38
June, 1862 . . . . .	23,129 38	12,103 74	233 55	1,258 86	36,725 53
July, 1862 . . . . .	49,794 25	4,221 27	1,552 89	853 74	56,422 15
August, 1862 . . .	130,444 32	13,094 44	1,768 30	853 73	146,160 79
September, 1862 . .	97,320 23	17,492 63	2,752 39	853 73	118,418 98
	\$700,194 25	\$252,982 29	\$44,555 81	\$13,476 32	\$1,011,208 67

Add for use of road between Gordonsville and Charlottesville by the Orange and Alexandria Railroad Company in transporting freights, &c. . . . .

4,064 66

1,015,273 33

Miscellaneous receipts . . . . .

165 00

Dividend on 46 shares in Telegraph Company . . . . .

241 50

1,015,679 83

Rents of real estate . . . . .

477 94

1,016,157 77

Earnings for the year ending 30th September, 1861 . . . . .

\$655,355 91

Miscellaneous receipts . . . . .

150 00

Dividends on 46 shares of stock in Telegraph Company . . . . .

362 25

Rent of real estate . . . . .

538 77

656,406 93

More than the previous year . . . . .

\$359,750 84

Transportation and other general administration expenses for the year ending 30th September, 1862, for details of which see Superintendent's Report, page 22 . . . . .

\$371,809 96

For the year ending 30th September, 1861 . . . . .

278,537 09

More than the previous year . . . . .

\$93,272 87

E. E.

J. GARRETT, Treasurer.



# SUPERINTENDENT'S REPORT.

OFFICE OF THE VIRGINIA CENTRAL RAILROAD COMPANY,  
RICHMOND, October 1, 1862.

E. FONTAINE, *President.*

SIR: The following report of the operations of this Department for the fiscal year ending September 30, 1862, is respectfully submitted.

*The earnings from all sources are as follows:*

From passengers.....	\$700,194 25
From freight.....	252,982 29
From express freight.....	44,555 81
From mail service.....	13,476 32
From use of road by the Orange and Alexandria Railroad Company.....	4,064 66
From miscellaneous sources.....	165 00
From dividends on telegraph stock.....	241 50
From rent of real estate.....	477 94
<b>Total receipts.....</b>	<b>\$1,816,157 77</b>

## EXPENSES.

For conducting transportation, including miscellaneous, legal expenses, &c.	\$126,877 85
For repairs of locomotives and cars.....	67,258 15
For repairs of workshops and tools.....	2,892 59
For maintenance of way, including repairs of depots and water stations....	109,807 21
For salaries of President, Treasurer and Clerks, General Superintendent, Master of Transportation, and per diem of Directors and Committees....	13,506 00
For taxes, including taxes on passengers and freight transported.....	43,573 24
For insurance on buildings, &c.....	1,577 84
For repairs on real estate in Richmond.....	35 26
	<b>\$365,328 14</b>

## SUNDRIES CHARGED TO TRANSPORTATION EXPENSES:

For removing shops and office to Charlottesville and back.....	\$1,874 94
For repairs of engines and cars for other roads and for Confederate States.....	585 48
For construction of new shops.....	4,021 40
	<b>6,481 82</b>
	<b>371,819 96</b>

Nett receipts..... **\$844,347 81**

There has been an increase in the receipts as follows:

From transportation of passengers.....	344,110 17
From transportation of freight.....	7,400 01
From transportation of express freight.....	27,038 30
From miscellaneous and other sources except mail service.....	1,451 16

And a decrease in the receipts from mail service of..... **370,049 64**  
**10,298 80**

Nett increase in receipts over previous year..... **359,750 84**

The expenses show an increase over the previous year as follows:

For conducting transportation.....	12,479 1
For repairs of locomotives and cars.....	21,881 1
For repairs of workshops and tools.....	1,775 19
For maintenance of way, &c.....	21,761 60
For salaries, &c.....	643 13
For axes.....	35,978 12

And a decrease in other expenses of..... **94,503 22**  
**1,231 35**

Increase in nett revenue over last year..... **93,272 87**  
**266,477 97**

If it could be said that the road and its machinery were in as good condition as at the date of my last report, the above exhibit would be very flattering; but candor compels me to say that such is not the fact. The incessant and severe strains to which both road and machinery have been put, and the difficulty of obtaining labor and materials for repairs, have prevented us from keeping the property of the Company in such condition as it should be. This will be more fully explained under the appropriate heads.

I may be permitted to say here that the management in this, and probably in most business, should be judged by the condition of the property and the promptitude with which the business is conducted rather than by the mere report of money received and expended. The managers of the road would be unwilling to be judged by these tests in the present instance, unless the extraordinary circumstances attending are considered, and, therefore, they are in a position to make these suggestions without the fear of having interested motives imputed to them.

I do not intend to undervalue economy, but to say that true economy in any one year is not to be measured by the report of money expended in that year. It is in the power of managers to reduce the amount of money expended in almost any year, and to a casual observer the property of the Company is in as good condition as ever. But let this system continue and it will be found most expensive, not to say disastrous.

The true policy should be to keep the road and its appurtenances in the best practicable condition, and to gradually improve it from year to year, as the means of the Company will permit, by building permanent structures, by perfecting the road bed and the track, and in increasing the efficiency of the road and its machinery in various other ways.

By pursuing this course the per centage of expenses to receipts will be gradually decreased until a minimum is reached. I have made these suggestions with the more freedom as the Directory have adopted this policy, and your orders with regard to it have been obeyed in all cases where it has been practicable to do so.

The gross expenses of the year are only thirty-six and six-tenths per cent. of the gross income, and in the expenses are included the large amount of taxes, the cost of removing the offices and shops to and from Charlottesville, a portion of the construction of the new shops in Richmond, and the cost of the trestles over the South Anna and other streams between Richmond and Hanover Junction to replace the structures burned by the enemy. Deducting these items, the expenses would amount to less than thirty two per cent. of the gross income.

But, in addition to the expenses mentioned, I present a brief and imperfect estimate of the amount necessary to be expended to put the road in the condition it was two years since. It is as follows:

For repairs and renewal of locomotives and cars . . .	\$73,000
For depreciation in iron for two years . . .	50,000

For deficiency in wood, crossties, and lumber . . .	\$20,500
For rebuilding depots, &c., at Beaver Dam, and for bridges over South Anna and Cowpasture rivers . . .	25,000
For deficiency in materials at shops and for sundries . . .	31,500
	<hr/>
	\$200,000

The estimated cost for repairs of locomotives and cars includes the depreciation of years, and is not due entirely to the wear of the past two years. The estimated cost for rebuilding the depot and bridges should also be credited by the depreciation of years, and the new structures will be superior to the old. Taking this into consideration, the above is an over estimate; but this would probably be balanced by other items not considered.

Adding three-fourths of the above as due to the wear and tear of the past year, the expenses would be \$521,809 96, or fifty-one and five-tenths per cent. of the gross receipts. I regard this statement as very near the truth, and when the high price of labor and all materials is considered, and the low prices for which most of the transportation is done, I do not consider the per centage large. I do not anticipate that the results of the coming year will be more favorable than this under any probable contingency.

### *Roadway.*

The road has suffered more from long-continued rains and from raids of the enemy than from the amount of tonnage transported. Portions of the track between the Junction and Gordonsville were in wretched condition during the winter and spring and must be ballasted. This work would have been done during the summer and fall if the necessary trains and labor could have been obtained.

Most of the breaches caused by floods have been repaired permanently. Several stone culverts and small bridges have been built in place of wooden structures, and a new abutment has been put up at Wilson's Creek. There has also been a large amount of retaining and protection wall built during the year. It is to be regretted that more of this kind of work has not been done; but the Road Master has not had the transportation he is entitled to, and his department has suffered more than any other in loss of labor which could not be replaced.

The sidings at Beaver Dam, Louisa Court-House, and Gordonsville, have been extended. Most of the labor and all of the materials used are included in the repairs of road. feet of new iron have been laid down between Richmond and Gordonsville. It is fortunate that the Company were unable to extend the road to Covington, as, without the iron purchased for that purpose, we could not have replaced the defective iron on more important sections of the road.

Crossties have been put in the road during the year.

The bridges over Rivana river and Moore's creek need to be strengthened or replaced by others of a heavier character. The guard bridges placed around them in 1854 and '55 are somewhat decayed. It is proper to say that these guard bridges were not built to add to the strength of the iron bridges, but to carry the trains in case of their failure. The iron bridges have thus far done the work unaided. The effects of heavy trains is, however, very apparent in several places, and they should be strengthened or replaced by other structures before the guard bridges are too much weakened by decay.

I recommend also that another span be added to the Rivanna bridge in place of the trestle work, and for this purpose an abutment will be needed.

On the 19th of May last the enemy took possession of Jackson's River Depot, and a detachment of cavalry piloted by W. P. Rucker, formerly a citizen of Alleghany county, proceeded as far as the Cowpasture bridge and burned it. No further damage was sustained by the Company, but the depot was plundered of its contents. The enemy retreated the following day.

On the day of May the enemy occupied the road at or near Atlee's station. A few days afterward they occupied Hanover Court-House; and the road from the Chickahominy to South Anna river remained in their possession until their defeat before Richmond, the 29th of June. During this time they burned the South Anna bridge and the trestles near Hanover Court-House and on Mrs. Crenshaw's farm. They also destroyed seven cars and their contents. A locomotive captured by them was not materially damaged. The track was torn up in several places, and most of the negroes employed by the company were carried away.

As soon as possible, after the road was cleared, we commenced the necessary repairs, and completed them by the 18th of July. A substantial trestle was built over the South Anna in place of the bridge. Those in charge of these repairs deserve great credit for the energy displayed, as the difficulties arising from want of materials, labor, and a rise in the river, were serious. The work is well done and is at least as strong as the structures destroyed.

On the 20th day of July the enemy visited Beaver Dam station and destroyed the buildings and contents. On the 6th day of August they visited Frederick's Hall station and fired some of the buildings and one car, but spared the depot on account of its proximity to a private dwelling. The government stores in the depot were destroyed. In both these cases the enemy left in a short time. No other material damage was done.

The Cowpasture bridge has not been rebuilt. The scarcity of labor and materials added to other considerations have prevented it. I have thought of building a trestle over the river for present use, but fear that it would be swept away by the first flood. The stream is very rapid at such times, and it is doubtful whether the Company would be warranted in building such a structure.

The masonry at both Cowpasture and South Anna rivers will need repairs before permanent bridges can be put up.

### *Station buildings and fixtures.*

The buildings at Beaver Dam station, to replace those destroyed by the enemy, will be of brick, and roofed with slate. Some work has already been done to the depot.

I respectfully urge upon you the propriety of substituting brick buildings for the present unsafe and inconvenient structures at Frederick's Hall, Louisa Court-House, and Trevilian's depots. This should be done as soon as the Company can command the labor and materials at reasonable rates.

### *Machinery.*

The locomotives have suffered from excessive use and want of suitable material for repairs. Two have exploded, viz: The Monroe, in Richmond on the 19th of November last, killing Mr. Davis, the Assistant Yard Master, the negro fireman, and a small negro boy who was near the engine; and the South, at Millboro' depot, on the 25th of September, slightly injuring the engineer. Both locomotives are worth repairing, but will be disabled for a long time.

The rest of the machinery is in as good condition as could be reasonably expected under the circumstances.

### *Cars.*

The stock of freight cars is much less than was reported last year. I have had them renumbered, and report the result. It is probable that all have not been renumbered, and that some are still on other roads. The cars were not counted last year, as it was impracticable to do so; the account was made up by adding to the number reported the previous year those which had been built, and deducting those known to have been destroyed. I do not know whether a count was made two years since or not.

Nineteen of the older cars have been broken up or otherwise disposed of as being unfit for use. A large number were destroyed in the retreat from Manassas and Winchester, and by the enemy at Hanover Court-House and Frederick's Hall. I have been unable to ascertain precisely the number thus destroyed, but think it to be more than twenty. All of those now reported are in running order, although not all in good repair.

Two of the passenger cars have been fitted up as ambulances to convey sick and wounded men from the army. One having become unsafe as such has been fitted up as a car for the road carpenters. This reduces the number of cars for the general passenger business. Freight and passenger cars are much needed. The former we can

probably supply with the facilities we shall have after the completion of the new carpenter's shop; but, so long as the war lasts, it will be impracticable to furnish materials to replace the passenger cars.

*The stock of cars is as follows:*

- 16 passenger cars.
- 4 mail and servants' cars.
- 4 baggage cars. (Three have been made into conductors' cars, and one burned by the enemy.)
- 91 box freight cars.
- 10 stock cars.
- 4 hay cars.
- 27 platform cars.
- 8 Conductor's cars.
- 22 four-wheel gravel and sand cars.

*Workshops.*

A convenient blacksmiths' shop has been completed during the year, and adds much to our facilities for repairs. A new carpenters' shop is in progress, and will probably be finished by the first of January.

Both of these buildings are brick and roofed with slate, and are built in a substantial manner.

The carpenters' shop will afford facilities for building and repairing cars so long needed, and will at the same time be reasonably free from the danger of fire.

These buildings have cost more than it would to have built them in ordinary times, but the necessities of the Company would not admit of delay.

Full details of expenses—passengers, tonnage, mileage, &c.—will be found in tables attached.

In conclusion, I commend to your favorable notice the conduct of the officers and employees under my supervision. Their duties have been performed with cheerfulness and unflinching energy. I do not remember any exceptions, and to one and all I tender my sincere thanks.

All of which is respectfully submitted.

Your obedient servant,

H. D. WHITCOMB,  
*General Superintendent of Transportation.*

# STATEMENT A.

## DETAILS OF TRANSPORTATION EXPENSES.

### TRAIN EXPENSES.

For pay of conductors on passenger trains.....	\$3,155 00	
For pay of baggage masters.....	2,080 25	
For pay of engineers on passenger trains...	4,596 13	
For pay of firemen and engine cleaners on passenger trains..	2,685 21	
For pay of brakemen on passenger trains.....	3,230 99	
For pay of inspector of passenger and baggage cars.....	680 00	
		16,427 58
For pay of conductors on freight trains.....	5,266 60	
For pay of engineers on freight trains.....	8,964 15	
For pay of enginemen and cleaners on freight trains.....	4,509 78	
For pay of brakemen on freight trains.....	6,049 29	
		24,789 82
Paid for 1,227 $\frac{1}{2}$ gallons oil.....	1,867 62	
Paid for 1,934 pounds tallow.....	253 78	
Paid for 4,566 pounds lard.....	917 20	
Paid for 7,488 pounds grease.....	615 88	
		3,654 48
Paid for 5,703 pounds cotton waste.....	677 35	
Paid for packing yarn.....	139 65	
		817 00
Paid for 10,588 cords of wood....	17,381 58	
Paid for 650 bushels of coal for engines.....	143 50	
		17,525 08

### INCIDENTAL EXPENSES—

Paid for use of city water at Richmond.....	90 61	
Paid for proportion of wages of yard master and storekeeper,	986 18	
Paid for sawing wood for engines.....	2,139 57	
Paid for coal for cars.....	392 00	
Paid for candles.....	794 75	
Paid for extra watchmen at coach house in Richmond.....	1,052 50	
Paid for sundries, viz: Brooms, brushes, lanterns, watching		
engines and cars at Fredericksburg Depot, &c.....	1,063 49	
		6,519 10
		69,733 08

### DEPOT EXPENSES.

#### RICHMOND DEPOT—

For pay of agents and clerks.....	8,005 79	
For pay of yard master and laborers.....	3,476 07	
		11,481 86
For pay of watchmen.....	759 00	
For pay of extra watchmen.....	3,521 65	
		4,280 65
Paid for hire of negroes.....	2,355 95	
Paid for clothing for negroes.....	1,692 26	
Paid for shoes for negroes.....	166 10	
Paid for meal for negroes.....	551 62	
Paid for bacon for negroes.....	1,223 26	
Paid for salt for negroes.....	18 88	
Paid for soap for negroes.....	30 03	
		6,056 00
Paid for coal.....	364 00	
Paid for use of city water.....	271 83	
Paid for use of city gas.....	485 89	
Paid for sundries.....	246 24	
		1,377 96
		23,196 47

#### COUNTRY DEPOTS—

For pay of agents and clerks.....	7,356 54	
For pay of laborers, including labor furnished by contract...	6,740 17	
		14,096 71
For pay of watchmen.....		1,148 25

Carried forward..... \$16,244 96

\$92,929 53

Brought forward.....\$15,944 96 \$92,929 53

Paid for hire of negroes.....	3,083 71	
Paid for clothing for negroes.....	2,143 83	
Paid for shoes for negroes.....	208 41	
Paid for meal for negroes.....	607 08	
Paid for bacon for negroes.....	1,368 43	
Paid for salt for negroes.....	18 90	
Paid for soap for negroes.....	33 63	
	<hr/>	7,463 99
Paid for gas and gas fixtures at Charlottesville and Staunton,	180 16	
Paid for sundries.....	34 13	
	<hr/>	214 29
		<hr/> 22,923 24

## MISCELLANEOUS EXPENSES.

Paid for printing conductors and engineers' reports, tickets, schedules, hand bills, &c.....	2,046 55	
Paid for advertising departure and arrival of trains, meeting of stockholders, dividend notices, &c.....	236 08	
Paid for stationery.....	633 20	
	<hr/>	2,917 83
Paid for legal expenses and postages.....		357 58
Paid proportion of railroad conventions, &c.....		115 13
Paid for transportation of mails between depots at Richmond, Louisa Court-House, and Charlottesville and post offices.....	387 00	
Paid for horse feed.....	140 71	
Paid for shoeing horses.....	10 95	
Paid for repairs of mail wagon.....	45 00	
	<hr/>	583 66
Less credit for horse sold.....	20 46	
		<hr/> 563 20
Paid wages to telegraph operators in superintendents' office, and at Hanover Junction, Beaver Dam, Fredericks Hall, Louisa C. H., Gordonsville, Charlottesville, and Staunton,	6,720 45	
Paid for telegraph materials.....	88 50	
	<hr/>	1,817 95
		<hr/> 5,771 69

## TRAIN LOSSES AND DAMAGES.

Paid for lost and damaged freight.....	727 03	
Paid for lost express freight.....	399 87	
Paid for lost baggage.....	300 50	
	<hr/>	1,427 40
Paid for stock killed by mail trains.....	1,989 89	
Paid for stock killed by freight trains.....	376 04	
Paid for stock killed by material trains.....	50 00	
	<hr/>	1,715 93
Paid to W. H. Winston for negro killed, and costs.....	1,604 25	
Paid for clothing for soldiers injured last year.....	130 00	
	<hr/>	1,734 25
Paid for removing wreck at Frederick's Hall.....	28 00	
Paid J. O. Claybrook for injury done to lands by burning.....	347 81	
	<hr/>	5,253 39
Total for conducting transportation.....		<hr/> 126,877 85

## MAINTENANCE OF WAY.

## REPAIR OF ROAD AND BRIDGES:

Labor—		
For pay of road and section masters.....	10,536 89	
For pay of carpenters.....	4,366 68	
For pay of masons.....	578 63	
For pay of machinists.....	53 03	
For pay of smiths.....	290 10	
For pay of painters.....	6 95	
For pay of laborers.....	8,243 87	
	<hr/>	24,079 15
For pay of watchmen at bridges and tunnels.....	2,442 02	
For pay of extra watchmen at bridges and tunnels.....	3,394 05	
	<hr/>	5,836 07
Paid for hire of negroes.....	19,544 40	
Paid for clothing for negroes.....	10,965 80	
Paid for shoes for negroes.....	2,065 27	
Paid for meal for negroes.....	2,982 59	
Paid for bacon for negroes.....	8,364 94	
Paid for salt for negroes.....	216 38	
Paid for molasses for negroes.....	458 40	
Paid for soap for negroes.....	251 88	
	<hr/>	44,149 66
Carried forward.....	\$74,064 88	\$126,877 85



Brought forward.....	\$74,064 88	\$126,877 85
Paid conductors on material trains.....	1,465 00	
Paid engineers on material trains.....	1,738 00	
Paid firemen on material trains.....	277 00	
Paid for hire of negroes on material trains.....	1,766 34	
	<u>5,246 34</u>	

## Materials—

79,311 22

Paid for 39,149 cross-ties.....	14,059 06	
Paid for timber.....	3,296 10	
Paid for iron castings, wrought iron, and spikes.....	7,597 43	
Paid for shovels, spades, picks, &c.....	1,697 35	
Paid for rock.....	704 88	
Paid for materials furnished at shops.....	555 66	
	<u>27,911 13</u>	

Less credit for scrap iron sold.....

394 23

27,516 90

## REPAIRS OF DEPOTS—

For pay of laborers.....	207 49	
For pay of smiths.....	4 07	
For pay of carpenters.....	194 10	
For pay of painters.....	6 21	
	<u>411 87</u>	

## MATERIALS—

Paid for timber.....		
Paid for hardware.....	23 95	
Paid for gas fixtures.....	69 46	
Paid for materials furnished at shops.....	64 50	
	<u>152 89</u>	
	<u>280 80</u>	

692 67

## REPAIRS OF WATER STATIONS—

For pay of laborers.....	807 84	
For pay of machinists.....	18 88	
For pay of smiths.....	16 82	
For pay of carpenters.....	139 70	
For pay of painters.....	3 21	
	<u>986 45</u>	

## MATERIALS—

Paid for iron castings.....	254 45	
Paid for timber.....	397 81	
Paid for hose.....	79 40	
Paid for materials furnished at shops.....	338 31	
	<u>1,069 97</u>	

2,086 42

Total for maintenance of way.....

109,607 21

## MAINTENANCE OF MACHINERY.

## REPAIRS OF LOCOMOTIVES AND TENDERS—

Paid wages to all mechanics, laborers, &c., including hire and subsistence of negroes.....	20,118 55	
Paid for all materials.....	17,165 70	
	<u>37,284 25</u>	

## REPAIRS OF PASSENGER CARS—

Paid wages to all mechanics, laborers, &c.....	2,530 51	
Paid for all materials.....	1,956 43	
	<u>4,486 94</u>	

## REPAIRS OF MAIL AND BAGGAGE CARS—

Paid wages to all mechanics, laborers, &c.....	465 57	
Paid for all materials.....	479 11	
	<u>944 68</u>	

## REPAIRS OF FREIGHT AND STOCK CARS—

Paid wages to all mechanics, laborers, &c.....	9,833 85	
Paid for all materials.....	8,343 80	
	<u>18,182 65</u>	

## REPAIRS OF PLATFORM AND GONDOLA CARS—

Paid wages to all mechanics, laborers, &c.....	907 13	
Paid for all materials.....	1,544 19	
	<u>2,451 32</u>	

## REPAIRS OF GRAVEL CARS—

Paid wages to all mechanics, laborers, &c.....	148 93	
Paid for all materials.....	7 76	
	<u>156 69</u>	

Carried forward.....\$63,506 53

\$236,485 06

Brought forward.....	\$63,506 53	\$236,485 06
<b>REPAIRS OF HAND CARS—</b>		
Paid wages to all mechanics, laborers, &c.....	173 51	
Paid for all materials.....	85 83	
		259 34
Paid watchmen at shops.....	559 25	
Paid extra watchmen at shops.....	1,034 00	
		1,593 25
Paid clerk at shops.....		720 00
Paid for coal about shops.....	2,343 71	
Paid for oil about shops.....	552 30	
		2,896 01
		68,975 13
Less credit for scrap iron sold.....	1,457 76	
Less credit for materials charged to O. & A. R. E. Co.....	259 22	
		1,716 98
		67,258 15

**REPAIRS OF WORKSHOPS AND TOOLS—**

Paid wages to all mechanics, laborers, &c., including repairs to stationary engines in machine and car shops.....	1,977 63	
Paid for all materials.....	914 76	
		2,892 59
Total for maintenance of machinery.....		70,150 74

**REPAIRS OF REAL ESTATE, RICHMOND.**

Paid wages to all mechanics, laborers, &c.....	22 11	
Paid for all materials.....	13 15	
		35 26

**SUNDRIES CHARGED TO TRANSPORTATION EXPENSES.****CONSTRUCTION EAST—**

Paid all mechanics, laborers, &c., for work on new car and smith shops.....	2,293 50	
Paid for all materials.....	1,727 90	
		4,021 40

**CONFEDERATE STATES ENGINES AND CARS—**

Paid wages to all mechanics, laborers, &c.....	270 54	
Paid for all materials.....	298 87	
		569 41

**YORK RIVER RAILROAD ENGINE—**

Paid wages to all mechanics, laborers, &c.....	14 22	
Paid for all materials.....	1 85	
		16 07
		585 48

**EXTRAORDINARY EXPENSES—**

Paid expense for moving office furniture machinery, &c., from Richmond to Charlottesville and back.....	1,874 94	
		6,481 82

**GENERAL EXPENSES.**

Paid salaries of President, Treasurer, and Clerks, General Superintendent, Master of Transportation, and per diem of Directors and Committees.....	13,506 00	
Paid taxes, including tax on freight and mill tax on passengers and soldiers, paid the State.....	43,573 24	
Paid insurance on buildings, bridges, &c., against fire.....	1,577 84	
		58,657 08
		\$371,809 96

## RECAPITULATION.

Paid salaries of President and General Superintendent, Master of Transportation, and all agents and clerks.....	\$29,688	33
Paid conductors.....	9,886	60
" baggage masters .....	2,080	25
" engineers .....	15,298	28
" firemen and engine cleaners.....	7,471	99
" brakemen.....	9,280	24
Paid inspector of passenger and baggage cars.....	680	00
" mechanics, laborers, &c .....	66,719	86
" road and section masters.....	10,536	89
" watchmen .....	\$4,908	52
" extra watchmen .....	9,002	20
		13,910 72
Paid hire for all negroes.....	28,022	24
Paid for clothing for negroes .....	14,684	31
" shoes for negroes .....	2,569	93
" meal for negroes .....	4,316	88
" bacon for negroes .....	11,425	43
" molasses for negroes.....	458	40
" salt for negroes.....	258	38
" soap for negroes .....	348	66
		62,084 23
" oil.....	2,419	92
" tallow .....	253	78
" lard.....	917	20
" grease .....	615	88
		4,306 78
" cotton waste.....	677	35
" packing yarn.....	139	65
		817 00
" wood .....	17,381	58
" use of city water .....	362	44
" gas and all gas fixtures.....	740	55
" candles .....	794	75
" all printing.....	2,046	55
" all advertising.....	326	08
" all stationery.....	635	20
" all legal expenses and postage.....	357	58
" all mail expenses.....	563	90
" telegraph expenses .....	1,817	95
" all lost freight and baggage.....	1,427	40
" all stock killed .....	1,715	93
" injury to persons.....	1,762	25
" land damages.....	347	81
" cross-ties.....	14,059	06
" timber.....	9,982	52
" iron castings, wrought iron and spikes .....	25,937	06
" cast steel.....	589	29
" shovels, spades, picks, &c.....	1,697	35
" rock .....	704	88
" hardware .....	2,206	91
" gum hose .....	79	40
" piecing flues .....	454	04
" brass castings.....	957	46
" babbitt metal.....	223	00
" pig tin.....	1,423	75
" tin work.....	913	76
" oil cloth.....	82	50
" ducking .....	126	08
" leather.....	381	79
" paints and glass.....	956	92
" mattresses and pillows for ambulance cars.....	291	50
" coal .....	3,243	21
" taxes.....	43,573	24
" insurance.....	1,577	64
" sundries.....	1,608	61
		373,921 17
Less credit for scrap iron sold.....	\$1,851	99
Less credit by O. & A. R. R. for materials.....	259	22
		2,111 21
		<u>\$371,809 96</u>

The amount paid W. H. Winsten for negro killed several years previous, for extraordinary expenses, the details of which are given above, and sundries charged to transportation expenses, not being a part of the current expenses of this year, should properly be deducted, to show the actual expenses for conducting transportation, which would leave an expenditure of \$363,723 89. Taking from this sum the taxes, which are much heavier than for any previous year, and is a standing expense that cannot be governed by economy in conducting transportation, will reduce the administration expenses to \$320,150 65.

H. D. WHITCOMB,  
General Superintendent.

## STATEMENT—B.

*Number of passengers carried on the Virginia Central Railroad during the year ending September 30, 1902.*

MONTHS.	Passengers carried west or up the road.			Passengers carried east or down the road.			Miles traveled by passengers going west.	Miles traveled by passengers going east.	Whole number of passengers going in both directions.	Total number of passengers.
	Through.	Way.	Total.	Through.	Way.	Total.				
October . . . . .	577	7,626	8,203	247	8,802	9,049	635,532	663,128	17,252	1,298,660
November . . . . .	128	9,777	9,905	419	11,594	12,013	690,700	971,178	21,518	1,661,878
December . . . . .	101	12,351	12,452	1,327	14,917	16,244	847,800	1,123,415	28,696	1,971,215
January . . . . .	83	9,712	9,795	280	9,536	9,816	689,877	696,954	19,611	1,386,831
February . . . . .	137	7,524	7,661	136	13,197	13,333	514,252	1,160,481	20,994	1,674,733
March . . . . .	81	14,439	14,570	79	14,915	14,994	963,456	690,906	29,564	1,554,362
April . . . . .	65	12,164	12,229	85	32,388	32,473	773,781	2,381,798	44,702	3,155,579
May . . . . .	3	25,731	25,734	. . .	6,863	6,863	1,312,019	291,030	32,697	1,693,049
June . . . . .	. . .	12,624	12,624	. . .	14,781	14,781	391,956	655,309	27,405	1,047,265
July . . . . .	. . .	11,385	11,385	. . .	32,715	32,715	523,525	1,444,494	44,100	1,998,019
August . . . . .	. . .	86,587	86,587	. . .	16,981	16,981	5,243,022	705,647	102,568	5,948,669
September . . . . .	. . .	26,997	26,997	. . .	19,691	19,691	2,279,193	1,239,500	46,688	3,518,693
Total . . . . .	1,175	235,967	237,142	2,573	196,360	198,933	14,865,113	11,923,840	436,095	26,788,953

STATEMENT C.—Number of Passengers arriving at and leaving each Station during the year ending Sept. 30, 1862.

STATIONS.	OCTOBER.		NOVEMBER.		DECEMBER.		JANUARY.		FEBRUARY.		MARCH.		APRIL.	
	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.
Richmond.....	6,483	5,612	7,216	7,714	10,347	9,885	7,823	7,054	9,414	5,540	7,932	12,847	20,936	8,462
Atlee's.....	20	24	37	92	91	83	61	30	75	54	30	32	97	7
Paite's.....	9	4	10	3	94	12	10	11	24	9	11	4	10	2
Hanover C. H.....	98	104	82	95	249	256	189	203	172	194	178	166	122	92
Wickham's.....	6	1	5	168	2	2	8	7	25	7	6	2	6	2
Junction.....	102	101	95	168	144	164	131	140	1,556	70	960	158	146	72
Anderson's.....	18	13	16	6	20	3	35	16	52	11	17	5	40	6
Noel's.....	13	9	19	12	31	28	25	20	13	11	19	13	20	14
Hewitt's.....	26	18	22	9	37	26	21	15	14	12	31	8	18	15
Beaver Dam.....	74	91	92	65	159	116	67	134	154	102	128	160	113	159
Bumpass'.....	29	34	31	39	63	58	58	99	67	50	95	104	48	49
Frederick's Hall.....	101	106	85	71	199	148	112	193	120	120	200	182	110	112
Toletryville.....	47	63	45	41	106	90	54	106	69	90	95	139	56	117
Louisa C. H.....	130	150	172	160	234	245	247	258	180	193	385	472	941	833
Trevillian's.....	50	67	101	69	114	202	99	88	68	100	106	86	77	72
Gordonsville.....	4,834	5,136	9,094	5,758	8,969	7,740	6,035	6,209	4,293	9,935	12,420	8,341	7,805	29,446
Lindsay's.....	48	39	22	54	54	47	66	42	40	30	35	68	26	35
Cobham'.....	58	41	56	54	98	112	70	73	73	54	60	74	43	61
Keswick.....	80	73	47	68	138	105	66	57	76	49	60	51	58	47
Shadwell.....	18	7	16	7	17	11	25	10	31	54	20	6	11	.....
Charlotteville.....	1,317	1,613	1,923	1,127	2,093	1,413	1,325	1,639	1,498	1,180	2,130	2,430	2,622	2,108
University.....	30	46	28	8	50	57	34	24	35	25	55	49	67	200
Iry.....	81	140	142	107	136	209	120	165	165	265	228	205	90	108
McGinn's River.....	107	158	158	168	180	204	119	223	128	245	352	512	146	143
Greenwood.....	82	87	97	71	67	124	84	107	194	124	108	225	166	151
Aiton.....	47	54	53	53	82	81	57	69	57	68	108	109	52	65
Waynesboro'.....	146	146	169	162	266	268	272	192	239	280	282	267	352	302
Fishersville.....	48	71	57	88	71	93	59	66	108	80	264	62	64	90
Staunton.....	1,028	1,813	1,374	1,511	3,618	2,031	1,662	1,212	1,343	1,458	2,604	2,629	1,824	1,463
Swoope's.....	85	44	30	29	18	17	27	10	32	33	30	16	8	.....
Buffalo Gap.....	39	29	18	12	8	5	29	10	14	20	33	8	83	.....
Pond Gap.....	124	34	173	18	137	66	82	31	418	69	62	100	12	5
Craigsville.....	14	15	10	9	64	36	26	32	33	27	57	38	19	9
Bell's Valley.....	1	.....	.....	.....	.....	2	4	1	5	4	104	159	110	75
Goshen.....	150	63	56	60	107	195	124	118	170	101	104	159	49	180
Millboro'.....	535	560	424	2,288	229	2,616	149	336	194	350	139	135	5	.....
Griffith's.....	9	.....	9	3	12	5	9	.....	9	1	13	1	.....	.....
Clifton Forge.....	1	.....	.....	.....	.....	.....	5	.....	6	.....	.....	.....	1	.....
Jackson's River.....	1,070	629	554	825	311	1,842	623	494	365	270	264	296	185	201
Total.....	17,953	17,252	21,918	21,918	28,696	28,696	19,611	19,611	20,994	20,994	28,564	28,564	44,702	44,702

STATEMENT C—Continued.—Number of Passengers arriving and leaving each Station during the year ending September 30, 1862.

STATIONS.	MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		TOTAL.	
	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.	Arriving.	Leaving.
Richmond.....	3,432	11,434	88	235	3,375	3,250	5,688	64,708	11,389	19,312	102,827	186,023
Atlee's.....	24	21	.....	5	50	38	16	4	62	55	493	377
Peake's.....	13	6	.....	.....	3	4	6	19	32	37	171	111
Hanover C. H.....	263	220	6,251	650	300	377	468	1,116	359	530	8,723	4,023
Wickham's.....	9	1	.....	.....	57	.....	25	12,216	23	9	178	12,249
Junction.....	56	168	1,885	168	1,261	679	8,632	410	313	357	15,321	2,655
Anderson's.....	36	6	.....	.....	39	.....	47	20	108	68	379	181
Neell's.....	33	21	.....	.....	29	29	65	10	33	38	292	204
Hewlett's.....	25	13	.....	.....	41	47	37	97	73	69	337	259
Beaver Dam.....	103	106	979	756	8,313	174	101	71	988	336	10,571	2,970
Bumpas'.....	48	47	11	21	54	64	29	36	99	112	653	713
Frederick's Hall.....	165	148	654	408	9,800	184	91	137	181	183	11,908	1,992
Tolerville.....	84	91	41	34	89	73	56	78	149	162	1,004	1,074
Louisa C. H.....	290	404	530	138	2,541	7,985	218	367	304	404	5,671	10,909
Trevillian's.....	101	78	36	33	64	80	19,262	64	98	139	13,208	1,053
Gordonsville.....	10,246	3,922	777	7,427	6,976	8,491	63,365	8,766	12,255	10,326	145,439	110,462
Lindsey's.....	51	38	22	33	68	52	49	90	49	61	13,208	1,053
Cobham.....	78	60	25	32	62	49	50	84	83	100	753	773
Kewick.....	117	84	29	26	59	61	53	79	120	82	940	804
Shadwell.....	34	9	7	19	31	16	16	13	25	45	241	138
Charlottesville.....	3,333	3,301	4,911	12,053	4,945	9,120	7,044	8,070	5,258	7,742	37,227	51,638
University.....	43	78	116	29	46	96	96	68	47	106	1,155	744
Ivy.....	153	464	137	250	190	206	174	233	211	254	1,843	2,458
Mechum's River.....	204	188	3,664	1,143	2,664	6,314	904	303	285	339	6,532	9,947
Greenwood.....	252	10,180	295	321	684	491	536	1,944	308	396	2,892	1,353
Aifton.....	106	86	68	490	71	563	53	77	129	116	883	1,801
Waynesboro'.....	354	379	365	401	1,132	436	479	383	383	457	3,677	4,404
Fishersville.....	89	95	64	58	98	1,132	109	107	136	125	943	1,025
Staunton.....	12,755	1,671	6,497	2,798	4,965	5,191	2,354	3,677	13,387	4,500	53,971	29,344
Swooper's.....	4	4	.....	.....	3	.....	2	.....	5	4	249	178
Buffalo Gap.....	8	206	.....	.....	.....	.....	9	.....	5	.....	237	84
Pond Gap.....	18	15	.....	2	.....	.....	2	4	20	49	656	672
Craigsville.....	3	.....	.....	.....	.....	.....	.....	3	7	6	223	193
Bell's Valley.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Goshen.....	13	10	.....	15	.....	12	7	17	29	76	848	91
Millboro'.....	26	51	.....	2	1	12	.....	.....	71	77	1,044	873
Griffiths.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	61	13
Clifton Forge.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13	.....
Jackson's River.....	26	6	.....	1	2	.....	3	.....	3	2	3,407	4,619
Total.....	32,597	32,597	27,405	27,405	44,100	44,100	102,568	102,568	46,688	46,688	436,095	436,095

## STATEMENT—D.

*Condensed statement of tonnage transported during the year ending September 30, 1862.*

	West.	East.	Total.	Mileage.
Products of the forest . . . . .	681.78	1,190.39	1,872.17	84,798.31
Products of mines . . . . .	1,529.98	516.11	2,046.09	187,560.71
Products of animals . . . . .	2,120.56	2,003.56	4,124.12	280,313.58
Vegetable food . . . . .	12,247.15	10,591.02	22,838.17	1,180,831.72
Other agricultural products . . . . .	631.82	1,512.38	2,144.20	155,896.04
Manufactures . . . . .	3,985.52	701.52	4,687.04	414,102.83
Merchandise . . . . .	6,077.73	587.09	6,664.82	251,219.65
Other articles . . . . .	5,066.15	4,543.41	9,609.56	560,564.20
Total tonnage of all classes . . . . .	32,340.69	21,645.48	53,986.17	3,435,287.04

## CLASSIFICATION OF TONNAGE.

The tonnage is classified as follows, and in accordance with the form prescribed by the Board of Public Works :

**PRODUCTS OF THE FOREST.**—Lumber of all kinds, viz : Plank, Shingles, Staves, Headings, Billets, Wood, Charcoal, &c. ; Ginseng, Snake and similar Roots.

**PRODUCTS OF MINES.**—Mineral Coal, Ores of all kind, Pig Iron, Lead, Copper, &c.

**PRODUCTS OF ANIMALS.**—Horses, Stock and Beef Cattle, Hogs, Sheep, Calves, Poultry, live and dressed, Pork, Beef, Bacon, Mutton, and all fresh meats, Lard, Butter, Cheese, Eggs, Hides, Hair, Tallow, Skins, Furs, Venison, &c., &c.

**VEGETABLE FOOD.**—Wheat, Corn, Flour, Corn Meal, Rye Meal, Buckwheat, Buckwheat Meal, Peas, Beans, Potatoes, Cabbages, Turnips, &c., Apples, Peaches, and all Domestic Fruits, Melons and Dried Fruits.

**OTHER AGRICULTURAL PRODUCTS.**—Leaf Tobacco, Raw Cotton, Rye, Oats, Barley, Flax, Hemp, Clover, Grass and other Seeds, Shucks, Hay, Straw, Fodder, Honey, Beeswax, &c., &c.

**MANUFACTURES.**—Bar Iron, Sheet Metals, Shot, Castings, Machinery, Agricultural Implements, Furniture and Cabinet Work, Carpenters' Work, Carriages and Harness, Cotton Waste, Leather, Shoes, Hats, Domestic Cottons and Woollen Goods, Paper, Books and Stationery, Glass and Glass Ware, Stone and Earthen Ware, Wooden and Willow Ware, Manufactured Tobacco.

**MERCHANDISE.**—Dry Goods, Carpetings, Oil Cloths, &c. ; Groceries, viz : Sugar, Coffee, Tea, Spices, &c. ; Drugs, Medicines, Paints, &c. ; Foreign and Domestic Liquors, Wines, &c. ; Oranges, Lemons, and other Foreign Fruits, Confectionaries, &c. ; China and Queensware.

**OTHER ARTICLES NOT EMBRACED IN FOREGOING CLASSES.**—Lime, Guano, Plaster, Cement, Salt, and all Manures, Sand, Scrap Iron, Old Metals, Rags, Old Rope, Paper Makers' Materials, Stone, Bricks, Marble, Fish, &c., &c.

## STATEMENT E.

*Of the number of Tons of Freight transported on the Virginia Central Railroad during the year ending September 30, 1862, with the Mileage.*

MONTHS.	TONS OF ARTICLES TRANSPORTED WEST OR UP THE ROAD.										TONS OF ARTICLES TRANSPORTED EAST OR DOWN THE ROAD.										BOTH DIRECTIONS.		
	Products of the Forest.	Products of Mines.	Products of ani- mals.	Vegetable Food.	Other Agricultural Products.	Manufactures.	Merchandise.	Other Articles.	Total Tons.	Tons carried one mile.	Products of the Forest.	Products of Mines.	Products of ani- mals.	Vegetable Food.	Other Agricultural Products.	Manufactures.	Merchandise.	Other Articles.	Total Tons.	Tons carried one mile.			Whole number of tons transported on the road.
1861.																							
Oct.....	99.41	204.37	846.64	2243.19	340.86	887.04	1681.08	635.32	6937.91	590.930	18.68	5.00	32.99	191.04	22.85	46.82	36.53	74.63	358.94	16.026	7296.85	606.956	
Nov.....	100.71	155.73	147.95	1981.56	54.04	609.31	996.45	282.22	4327.97	347.525	61.79	13.25	216.31	1324.89	133.48	92.97	86.04	104.16	2432.89	150.098	6360.66	497.623	
Dec.....	121.27	158.03	20.59	1991.55	9.63	613.31	874.81	263.44	4282.83	311.531	240.53	37.08	269.83	1047.47	55.43	123.40	152.02	169.33	2065.10	134.111	6377.93	445.042	
1862.																							
Jan.....	115.90	255.27	146.53	2429.80	11.91	408.40	656.03	252.00	4285.64	204.889	297.65	47.23	411.87	790.67	154.08	43.99	58.04	101.05	1905.18	109.560	6191.02	314.442	
Feb.....	100.11	231.21	138.43	923.96	19.24	251.91	969.67	283.22	2927.75	219.692	118.20	.....	270.66	602.97	208.45	36.97	93.76	63.65	1264.66	94.026	4292.41	213.718	
March.....	39	115.66	18.46	372.63	7.96	229.30	192.65	107.55	1044.62	65.405	161.25	17.01	174.05	399.59	53.98	48.38	19.82	437.85	1311.23	83.196	2355.83	148.531	
April.....	85.41	121.00	14.56	429.05	6.14	186.33	150.14	788.51	1781.14	96.564	15.10	96.36	165.04	347.64	251.45	36.92	29.59	1771.52	2715.62	170.046	4496.76	268.610	
May.....	32.60	73.88	64.08	671.88	80.90	196.67	266.51	775.38	2161.60	89.297	106.86	.....	73.39	490.25	113.20	73.56	14.70	419.51	1290.47	75.171	3459.07	164.438	
June.....	.....	.....	34.85	74.96	42.05	23.96	47.54	408.64	632.02	14.396	67.85	.....	28.52	323.01	.....	1.53	5.82	619.49	1046.92	36.706	1678.24	51.102	
July.....	15.00	14.06	52.90	274.32	2.49	75.93	25.31	287.51	727.47	28.738	44.18	90.95	95.10	703.95	97.68	40.49	14.44	168.30	979.86	36.984	1707.37	65.762	
August.....	.....	43.75	266.37	275.36	.....	197.30	83.73	408.70	1275.21	75.930	44.18	90.95	223.45	1989.31	923.73	81.42	44.00	269.61	2876.03	109.778	4291.24	185.706	
Sept.....	10.98	157.38	139.20	558.86	56.40	306.04	132.81	563.66	1956.33	152.037	58.30	177.92	143.35	2470.32	208.16	75.07	31.84	344.41	3569.28	222.698	5525.61	374.755	
Total....	681.78	1529.96	2120.56	12947.15	1631.82	3985.52	6077.73	5066.15	23240.69	21989.47	1190.39	39516.11	2003.56	10591.02	1512.33	701.52	887.09	4543.41	21645.46	12383.40	53986.17	3435.267	



# STATEMENT F.

Specification of articles of Freight received at Richmond from the different Stations on the Road for the fiscal year ending September 30, 1862.

STATIONS.	PRODUCTS OF THE FOREST.				PRODUCTS OF MINES.			PRODUCTS OF ANIMALS.								
	Tons Lumber.	Tons Billies and Headings	Lbs. Ginseng & other roots.	Tons Hoop Poles.	Tons Pig Iron.	Tons Copper Ore.	Tons Mangane.	Lbs. Bacon.	Lbs. Butter.	No. of Cattle.	No. of Calves.	Dozen Chickens & Ducks.	Lbs. Eggs.	Lbs. of Fresh Meats.	Lbs. of Furs and Skins and Hides.	No. of Horses.
Atlee's.....																
Peake's.....		3.00			1.00			250	876	1	7	17	462			1
Hanover Court House.....																
Wickham's.....																
Junction.....																
Anderson's.....																
Noel's.....								1,140					50			
Hewlett's.....																
Beaver Dam.....								6,957	820	10	22	13	425			
Bumpass.....								2,630	972			32	605			
Frederick's Hall.....						.50		4,498	719	1	8	72	1,086			
Tolersville.....					.51			19,720	1,010	11	4	18	310			
Leuisa Court House.....					2.94			18,331	730	6	1	10	1,160	135		
Trevilian's.....								17,530	330	3	1	33	530	1,390		
Gordonsville.....	4.77				121.76	.75		230,809	16,593	97	8	33	4,555	191,078		87
Lindsay's.....								1,430	100				250			
Cobham.....																
Keewick.....								448	795	3		6		430		
Shadwell.....					25.30			1,020	650	33	1	1		2,350		11
Charlottesville.....								8,013	879	2			630			3
Ivy Depot.....								4,355	6,049	14	14		683			
Nechem's River.....								829	4,565	773	6		445			
Greenwood.....								12,500	1,605				690			
Afton.....					75.50		32.08	1,534	18,150	112	11	6	2,755	530		1
Waynesborough.....								1,141	6,569	97	3		440			
Fishersville.....								208,559	183,051			19	8,819	7,923		103
Staunton.....					40.71			37,866	21,431				33			
Swoope's.....					3.75											
Pond Gap.....					250.15											
Craigsville.....	23.06												300			
Goheen.....								9,328	7,122				698			
Millborough.....								150	1,469							7
Millborough.....																
Jackson's River.....					4.10			1,700	7,309	2			1,335	1,850		39
Total.....	32.06	7.77			524.94	1.25	32.08	563,548	983,012	1,091	86	262	25,971	305,655		254

## STATEMENT F—Continued.

Specification of Articles of Freight received at Richmond from the different Stations on the Road for the fiscal year ending September 30, 1862.

STATIONS.	PRODUCTS OF ANIMALS—continued.										VEGETABLE FOOD.										
	No. of Hogs.	No. of Sheep.	No. of Lambs.	Lbs. Lard.	Lbs. Tallow.	No. of Live Turkeys.	Lbs. Dress'd Poultry.	Lbs. Venison and Game.	Lbs. Wool.	Lbs. Mince.	Bbls. Apples.	Lbs. Beans & Peas.	Lbs. of Buck wheat Meal.	Lbs. Corn.	Lbs. of Corn Meal.	Lbs. of Dried Fruit.	Bbls. Flour.	Bush. Wheat.	Lbs. Potatoes.	Lbs. Miscella-neous.	
Allee's.....																					
Peake's.....																					
Hanover Court House.....		9	3			1			294												
Wickham's.....																					
Junction.....																					
Anderson's.....																					
Noel's.....	2		14									79		39,721	87				1,106	2,706	1,524
Hewlett's.....																					
Beaver Dam.....	1	4	25									430		9,184	1,200			4	1,718	210	710
Bumpass.....																					
Fredrick's Hall.....	9	3	13	418		2	1,180							39,146	5,813			10	312	2,150	
Tolersville.....	10			1,440		31	1,455					2,520		48,773	20,316			9	9,631	4,778	
Louisa Court House.....	30	13		1,384			978							143,898	1,730				1,718	18,552	1,350
Trevillian's.....	9	12		1,420			830		50					40,535	2,030			172	12,483	43,186	430
Gordonsville.....	384	200	2	35,603	10,400	377	1,380		30			950		8,780				14	14,586	10,360	1,960
Lindsay's.....							18,065		1,158			715	10,435	156	366,940	130		59	30,735	2,300	970
Cobham.....							859				80	635					6,521	15,085	11,985	54,870	
Kewick.....	54						180												2,018		
Shadwell.....												350					6		893	500	
Charlottesville.....	240	134		2,380	5,630	17	1,050		770			393	2,740								
Ivy Depot.....	3	60		2,135			1,170					38	1,250				9,149	1,592	5,255	1,450	70
Mechum's River.....	165			2,050			3,683					342	2,835	65			1,281				
Greenwood.....				1,522	174		2,709					459	1,364					88		185	
Afton.....				440			1,506					186	2,516					114			
Waynesborough.....	1,873	200		2,194	4,889		3,414		41			839	674	1,381					666		
Fishersville.....	323	209		3,035	110		540					107	291		106			31	7,639	131	
Staunton.....	1,992	673		53,630	52,670		3,658		986			1,040	1,737	13,346					1,247	631	
Swoope's.....				5,054			2,216		309			114	479	234					360	85	
Pond Gap.....	267	70																23	14,050	10,786	
Craigsville.....																					
Gohsen.....																					
Millborough.....				1,719	1,292		583					89	1,770	1,000							
Millborough.....				540	980		662		66			32									
Jackson's River.....	50			4,460	11,129		260		1,684			38	74	565							
Total.....	5,994	1,587	57	119,411	87,623	418	47,531	2,940	4,676	16,420	4,436	24,069	19,021	1,591,470	45,016	15,544	11,963	130,038	212,479	78,344	

# F—Continued.

Specification of Articles of Freight received at Richmond from the different Stations on the Road for the fiscal year ending September 30, 1862.

STATIONS.	OTHER AGRICULTURAL PRODUCTS.							MANUFACTURES.				MERCHANDISE.		ALL OTHER ARTICLES.		
	Hds. of To- bacco.	Tons of To- bacco.	Lbs. of Rye.	Lbs. of Oats.	Lbs. of Flax Seed.	Lbs. of Clover and Grass Seed.	Tons of Hay.	Lbs. of Mis- cellaneous.	Lbs. of Manu- factured To- bacco.	Lbs. Leather.	Lbs. Miscella- neous.	Bbls. Wine- key.	Lbs. Miscella- neous.	Lbs. of Wine- ral.	Lbs. of Bags.	Lbs. Miscella- neous.
Atlee's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peake's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hanover Court House.....	2	1.79	.....	.....	.....	.....	.....	300	.....	1,600	.....	.....	33,390	.....	.....	32,300
Wickham's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Junction.....	4	2.14	.....	4,325	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17,345
Anderson's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Neel's.....	.....	.....	.....	1,350	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	300
Hewlett's.....	.....	.....	.....	16,308	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Beaver Dam.....	5	3.00	.....	57,984	.....	.....	.....	.....	.....	700	.....	.....	.....	.....	.....	3,780
Bumpas.....	9	5.62	.....	32,363	.....	.....	.....	.....	5,130	.....	.....	.....	.....	.....	.....	5,436
Frederick's Hall.....	2	1.64	.....	30,457	.....	.....	.....	.....	199,766	.....	.....	.....	.....	.....	.....	23,763
Tolersville.....	.....	.....	.....	35,470	.....	.....	.....	.....	20,013	.....	.....	.....	.....	.....	.....	9,096
Louisa Court House.....	21	12.85	.....	4,650	6,370	.....	.....	.....	16,397	1,610	.....	.....	.....	.....	.....	902,410
Trevillian's.....	12	6.96	.....	11,720	910	.....	.....	.....	10,751	3,720	.....	.....	.....	.....	.....	13,710
Gordonville.....	16	9.68	11,150	71,810	370	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lindey's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cobham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Keewick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shadwell.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charlottesville.....	37	25.54	2,570	7,410	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ivy Depot.....	16	15.60	.....	34,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mechum's River.....	.....	.....	.....	46,945	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greenwood.....	3	2.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Afton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waynesborough.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fishersville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Staunton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Swoope's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pond Gap.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Craigsville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grafton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Millborough.....	1	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jackson's River.....	1	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	129	6,738	67,067	508,447	8,688	103,289	76,121	91,869	253,808	106,338	231,913	1,124	114,223	16,923	5,449	3,80,826

## STATEMENT G.

Articles sent from Richmond to the different Stations on the Road during the year ending September 30, 1862.

STATIONS.	PRODUCTS OF FOREST.			PRODUCTS OF MINES.			PRODUCTS OF ANIMALS.			VEGETABLE FOOD.			OTHER AGRICULTURAL PRODUCTS.			MANUFACTURES.				
	Tons of Lumber.	Tons of Anthracite Coal.	Tons of Bituminous Coal.	Tons of Bacon.	Tons of Mutton.	Tons of Mutton.	Bbls. Flour.	Tons of Mutton.	Tons of Mutton.	Tons of Mutton.	Tons of Mutton.	Tons of Mutton.	Tons of Mutton.	Tons of Mutton.	Tons of Mutton.	Tons of Mutton.	Tons of Mutton.	Tons of Mutton.	Tons of Mutton.	Tons of Mutton.
Atlee's.....	.....	.....	.....	.....	.....	.....	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peake's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hanover Court House.....	.07	.....	.....	1.61	3.73	.....	88	28.19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wickham's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Junction.....	.23	.....	3.50	1.53	57.74	.....	1,389	9.66	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Anderson's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Noel's.....	.13	.....	2.57	.....	.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hewlett's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bayard Dam.....	.94	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bumpas'.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Federick's Hall.....	.13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tobaccoville.....	.19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louis Court House.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trevilian's.....	1.11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gordonville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lindsay's.....	385.43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cobham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kewick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shadwell.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charlotteville.....	1.71	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ivy.....	.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mechum's River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greenwood.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Afton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waynesborough.....	.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fishersville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Staunton.....	168.23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Swoope's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pond Gap.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Craigville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gaithers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Millboro'.....	.19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jackson's River.....	.72	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	556 60	.....	1,172.15	601.35	1,912.03	33,092	9,800.34	64.59	172.70	1.34	178.59	.809	8	136	49	8,239.45	.....	.....	.....	.....

STATIONS.	MERCHANDISE.				OTHER MISCELLANEOUS ARTICLES.				
	Tons of Dry Goods.	Tons of Groceries and Liquors.	Bbls. of Whisky.	Tons of Miscellaneous.	Tons Fish.	Tons Game.	Tons Plaster.	Tons Salt.	Tons of Miscellaneous.
Allee's.....				.55					
Peake's.....									
Hanover Court House.....	.28	4.20	2	48.80				1.07	61.67
Wickham's.....				.14					
Junction.....		1.48		6.83				.24	21.86
Anderson's.....									
Noel's.....	.05	.33		.14	.10			1.15	.31
Hewlett's.....		.25		.08				.26	.16
Beaver Dam.....	.24	3.01	2	3.95	.06	3.31		13.09	7.82
Bumpass.....		1.43		2.53		5.25		.28	1.03
Frederick's Hall.....	.37	9.51	41	12.23	.05	16.61	3.50	21.05	6.14
Tolersville.....	.80	8.69		6.18	.13	16.37		6.42	5.06
Louisa Court House.....	1.27	20.97	89	16.34	.15	10.39		14.29	29.88
Trevillian's.....	.83	14.87	89	4.39		88.03	44.09	9.84	6.32
Gordonville.....	72.57	1,327.56	1,860	2,314.41	21.37	46.84	20.90	353.58	713.31
Lindsay's.....		.76		1.39				1.50	.74
Cobham.....	.21	4.03	3	2.05		1.02		3.28	.59
Kewick.....		1.45	2	1.49				.42	
Shadwell.....									
Charlotteville.....	3.94	106.15	82	67.72	.84	3.27	60.00	16.33	9.94
Ivy.....	.84	4.37		2.39			61.18	3.37	.25
Mechem's River.....	.49	3.37		2.22		2.06	7.60	4.43	.77
Greenwood.....	.20	2.75		4.93			12.00		.48
Afton.....	.01	1.08		1.16				2.42	.30
Waynesborough.....	5.38	18.86		17.91			16.44	12.97	.31
Fishersville.....		1.38		.91			11.76	1.17	.21
Staunton.....	69.57	252.87	17	374.36	2.97	6.46	182.42	105.17	39.39
Swoope's.....	1.92	4.81	21	11.66			5.00	9.49	1.35
Pond Gap.....	.14	.80		.61				.08	
Graveville.....	.07	.40		.64					
Goshen.....	.44	3.01		4.07				1.05	.08
Millborough.....	1.24	59.18	40	56.25	.10			10.01	.01
Jackson's River.....	7.97	44.61	75	50.75				23.84	1.11
Total.....	166.95	1,902.23	2,340	3,018.08	25.26	199.35	374.43	618.24	908.87

# STATEMENT H.

Tonnage received at and sent from each Station on the Road during each month of the fiscal year ending September 30, 1862.

NAMES OF STATIONS.	OCTOBER.		NOVEMBER.		DECEMBER.		JANUARY.		FEBRUARY.		MARCH.	
	Received.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.
Richmond.....	1,409.43	4,515.12	1,636.60	3,460.26	1,281.28	3,331.12	1,138.58	3,404.91	2,238.75	2,238.75	493.17	493.17
Allee's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peake's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hanover C. H.....	4.59	7.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wickham's.....	.....	126.86	.....	.....	1.77	150.60	14.84	143.17	.....	.....	13.77	29.01
Junction.....	30.13	513.69	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Anderson's.....	.....	.....	.....	.....	7.33	545.43	.....	504.22	.....	.....	137.62	208.47
Neel's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hawlett's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Beaver Dam.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bumpass'.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fredrick's Hall.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totersville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisa C. H.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trevillian's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gordonsville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lindsay's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cobham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Keswick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shadwell.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charlottesville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ivy.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
McChum's River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greenwood.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Afton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waynesboro'.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fishersville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Staunton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Skeope's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pond Gap.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Craigsville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Goshen.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Millboro'.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jackson's River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	7,296.85	7,296.85	6,360.86	6,360.86	6,377.93	6,377.93	6,191.02	6,191.02	4,292.41	4,292.41	2,355.85	2,355.85

# STATEMENT H—Continued.

Tonnage received at and sent from each Station on the Road during each month of the fiscal year ending September 30, 1862.

NAMES OF STATIONS.	APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.	
	Received.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.	Received.	Sent.
Richmond.....	1,707.74	630.69	759.78	603.75	.....	.....	100.14	929.04	281.14	878.33	1,444.99	1,529.75
Atlee's.....	.....	.....	.....	.....	.....	.....	17.42	2.19	.....	.....	.....	.....
Peake's.....	.....	.....	.....	.....	.....	.....	56.38	17.19	.....	.....	.....	.....
Hanover C. H.....	5.24	10.15	6.91	144.38	.....	.....	.....	.....	87.15	154.68	55.94	96.40
Wickham's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70.07
Junction.....	3.51	5.14	168.00	19.32	.....	.....	237.43	139.17	169.89	72.70	44.47	79.50
Anderson's.....	1.14	.....	.....	.....	48.31	.....	.43	.....	2.65	.....	.....	.....
Noel's.....	1.77	9.99	.17	9.45	.....	.....	.....	.....	.....	12.15	.85	13.35
Hewlett's.....	.32	.....	.66	5.01	.....	.....	.....	.....	.....	.....	.29	3.25
Beaver Dam.....	29.09	26.48	7.25	32.84	285.76	40.31	5.71	1.08	16.03	15.94	18.08	75.61
Bumpass'.....	7.58	5.35	10.56	.02	.....	.....	.36	.30	.93	32.38	13.58	100.63
Frederick's Hall.....	26.81	38.78	37.43	15.08	47.18	23.47	4.70	40.15	2.89	14.61	27.08	150.78
Tolersville.....	6.78	25.10	4.16	3.50	.53	.....	2.25	10.82	36.43	74.30	10.99	195.46
Louisa C. H.....	91.59	482.47	29.67	40.94	6.96	17.43	139.01	81.33	132.91	44.01	53.44	154.45
Trevillian's.....	17.50	39.79	10.28	85.43	.....	6.72	.39	14.69	.....	.....	62.51	937.33
Gordonsville.....	422.25	1,915.94	438.32	832.47	67.76	175.21	634.71	100.38	3,929.04	91.48	2,466.98	315.77
Lindsay's.....	.72	.....	4.13	54.35	2.14	.....	1.08	2.10	1.08	32.60	2.02	54.71
Cobham.....	1.26	.....	.36	.....	.....	.....	.88	.....	.....	.....	.....	.....
Kewick.....	.49	34.54	.64	44.33	.....	21.85	.....	15.00	1.25	.94	1.31	5.45
Shadwell.....	.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charlottesville.....	1,494.50	32.72	803.85	800.96	433.28	461.76	278.35	506.41	136.74	1,618.34	552.42	1,276.42
Ivy Depot.....	2.06	13.01	35	25.43	.....	7.91	.....	197.37	.....	81.86	1.35	110.93
Mechum's River.....	1.12	2.41	111.08	164.18	331.78	176.89	1.34	47.58	1.66	88.74	2.78	8.96
Greenwood.....	30.14	5.33	26.74	108.74	81.30	48.41	21.32	21.98	4.44	11.30	10.07	77.59
Afton.....	20.75	25.84	13.71	5.40	.....	.....	9.91	.....	.....	.....	.....	8.00
Waynesborough.....	154.35	173.47	6.21	83.58	.....	.....	4.08	40.38	2.82	110.24	7.08	75.93
Fishersville.....	1.24	.....	.50	65.09	.....	79.99	.....	1.00	.18	4.43	8.00	83.30
Staunton.....	332.80	877.72	956.19	151.94	331.70	500.47	190.93	233.44	149.59	809.54	726.41	556.03
Swoope's.....	1.57	25.68	.46	.30	.....	.65	.....	11.43	.....	19.58	.59	13.87
Pond Gap.....	1.41	22.25	.32	16.00	.....	.....	.....	.....	.70	47.24	2.13	165.31
Craigsville.....	1.07	1.15	.....	.....	.....	24.00	.....	.....	.....	.....	.....	.....
Goshen.....	5.32	19.36	.....	35.39	.....	6.25	.34	.....	.....	.....	.....	40.89
Millborough.....	4.32	16.71	19.89	16.00	3.52	22.00	.....	62.30	.....	.....	.....	8.75
Jackson's River.....	120.01	16.69	34.34	.....	22.01	.....	.....	.....	3.68	.....	4.99	2.40
Total.....	4,496.76	4,496.76	3,452.07	3,452.07	1,678.24	1,678.24	1,707.33	1,707.33	4,951.24	4,251.24	5,525.61	5,525.61

## STATEMENT I.

MONTHS.	TONNAGE SENT WEST FROM STAUNTON.					TONNAGE SENT WEST FROM GORDONSVILLE.				
	Barrels of Flour.	Bacon. Tons.	Corn and Meal—Tons.	Miscellaneous—Tons.	Total—Tons.	Powder. Kegs.	Plaster. Tons.	Guano. Tons.	Miscellaneous—Tons.	Total—Tons.
October . . . . .	263	.20	. . . . .	228.78	257.38	. . . . .	4.00	. . . . .	164.76	168.76
November . . . . .	251	. . . . .	. . . . .	62.94	90.05	. . . . .	. . . . .	. . . . .	48.38	48.38
December . . . . .	163	. . . . .	44.20	14.93	76.73	. . . . .	. . . . .	. . . . .	50.78	50.78
January . . . . .	. . . . .	. . . . .	. . . . .	14.08	14.08	. . . . .	. . . . .	. . . . .	23.32	23.32
February . . . . .	396	1.06	1.55	14.49	59.87	. . . . .	. . . . .	. . . . .	17.27	17.27
March . . . . .	391	. . . . .	. . . . .	.70	42.93	. . . . .	. . . . .	. . . . .	45.29	45.29
April . . . . .	413	. . . . .	. . . . .	1.82	46.42	. . . . .	. . . . .	. . . . .	944.70	944.70
May . . . . .	44	2.00	20.46	2.87	29.78	. . . . .	. . . . .	. . . . .	644.40	644.40
June . . . . .	15	.75	. . . . .	16.50	18.87	. . . . .	. . . . .	. . . . .	89.00	89.00
July . . . . .	. . . . .	. . . . .	. . . . .	.34	1.84	. . . . .	. . . . .	. . . . .	74.31	74.31
August . . . . .	4	. . . . .	. . . . .	1.31	1.74	. . . . .	. . . . .	. . . . .	55.38	55.38
September . . . . .	27	. . . . .	. . . . .	2.17	5.09	. . . . .	. . . . .	. . . . .	175.80	175.80
Total . . . . .	1,907	4.01	66.21	360.63	643.28	. . . . .	4.00	. . . . .	2,333.39	2,337.39



## STATEMENT J.

*Classified Statement of Freight sent from Gordonsville during the fiscal year ending September 30, 1862.*

MONTHS.	Products of Forest.	Products of Mines.	Products of Animals.	Vegetable Food.	Other Agricultural Products.	Manufactures	Merchandise	Miscellaneous Articles.	Tot. L.
1861.									
October.....	4.77	12.05	37.92	101.27	2.98	3.71	2.41	6.83	171.22
November.....		3.00	33.32	171.38	30.35	6.35	1.29	11.25	237.13
December.....		35.11	31.09	197.67	6.77	5.83	1.70	11.68	289.84
1862.									
January.....		21.59	50.74	155.35	19.79	2.40	1.52	13.49	964.88
February.....			26.40	187.83	23.36	1.99	1.72	22.23	263.53
March.....			108.60	183.93	3.77	24.39	11.14	409.84	741.76
April.....		61.28	99.52	396.68	210.78	10.38	.32	1,136.98	1,915.94
May.....	40.00		25.11	171.61	3.50	2.57	8.20	602.48	853.47
June.....			8.00	45.68		.03		121.50	175.21
July.....			8.55	68.95	13.10	1.78		9.00	100.38
August.....			7.12	4.86				72.88	91.48
September.....			31.80	84.87	12.91	16.25	1.63	168.31	315.77
Total.....	44.77	133.03	468.17	1,770.27	325.59	82.30	29.93	2,586.57	5,440.63

## STATEMENT—K.

*Classified Statement of Freight sent from Charlottesville for the fiscal year ending September 30, 1862.*

MONTHS.	Products of the Forest.	Products of Mines.	Products of Animals.	Vegetable Food.	Other Agri- cultural Pro- ducts.	Manufactures.	Merchandise.	Miscellaneous Articles.	Total.
1861.									
October.....	.....	1.00	7.81	172.31	32.05	7.81	52.97	75.19	320.07
November.....	.....	.....	1.03	104.28	13.80	38.52	30.52	76.76	273.61
December.....	6.80	.....	1.80	70.94	3.53	10.25	19.05	39.25	151.63
1862.									
January.....	.....	.....	53.93	84.30	.14	4.86	4.99	64.05	219.97
February.....	.....	.....	26.85	71.53	.94	5.62	5.88	6.42	117.93
March.....	.....	5.20	2.25	46.85	14.38	4.35	14.84	21.72	109.59
April.....	.....	.....	90	32.98	23	4.47	9.69	59.45	93.73
May.....	32.00	.....	8.50	219.19	92.50	68.97	69.25	917.75	800.96
June.....	.....	.....	24.10	72.61	.....	14.66	51.00	309.29	481.76
July.....	.....	.....	19.59	181.27	.....	24.83	26.37	244.25	508.41
August.....	33.00	1.00	218.86	934.61	146.25	83.10	47.36	133.04	1,618.34
September.....	.....	.04	60.25	702.12	106.64	53.06	25.44	368.67	1,376.42
Total.....	71.80	7.24	435.57	2,853.18	410.66	339.20	323.36	1,520.97	5,963.00

## STATEMENT L.

*Classified Statement of Freight sent from Staunton during the fiscal year ending September 30, 1862.*

MONTHS.	Products of Forest.	Products of Mines.	Products of Animals.	Vegetable Food.	Other Agricultural Products.	Manufactures.	Merchandise.	Miscellaneous Articles.	Total.
1861.									
October .....	.....	.....	76.97	73.13	42.40	8.67	36.00	65.84	293.01
November .....	.29	.....	75.48	104.62	33.45	15.06	46.35	9.56	284.83
December .....	.17	.....	163.09	152.18	5.44	14.84	29.08	26.56	390.35
1862.									
January .....	.....	5.25	83.56	155.89	52.56	14.18	29.47	30.67	371.60
February .....	.....	.....	81.12	73.38	27.89	9.00	98.29	90.06	342.74
March .....	.....	5.46	99.90	88.40	5.16	20.26	15.09	39.17	293.44
April .....	.47	7.08	30.06	85.10	3.50	8.80	14.33	719.38	877.72
May .....	.....	.....	19.22	92.00	7.26	1.75	4.94	33.77	151.94
June .....	.....	.....	19.71	199.30	16.00	.....	.....	341.73	590.47
July .....	.....	.....	.....	917.03	4.98	4.92	9.18	3.30	923.44
August .....	.....	3.29	30	730.80	48.02	4.01	8.25	13.87	892.54
September .....	.50	22.75	34.25	430.60	45.47	13.82	12.45	6.09	556.03
Total .....	1.53	43.83	618.71	2,330.43	292.13	109.23	219.36	1,399.00	4,914.19

# STATEMENT M.—CLASSIFICATION OF TONNAGE.

## TONNAGE.—PRODUCTS OF THE FOREST.

GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
<hr/>											
1881.											
October.....	99.41	99.41	8,614.68	.....	18.68	18.68	449.69	.....	118.09	118.09	9,064.37
November.....	99.99	100.71	6,531.14	.....	61.79	61.79	1,784.48	.73	161.78	162.50	8,305.63
December.....	121.27	121.27	9,004.84	.....	240.53	240.53	3,059.84	.....	361.80	361.80	12,064.68
<hr/>											
1882.											
January.....	115.90	115.90	9,311.83	.....	297.65	297.65	5,608.95	.....	413.55	413.55	14,920.78
February.....	100.11	100.11	9,514.44	.....	118.30	118.30	3,169.81	.....	218.31	218.31	12,684.25
March.....	39	39	46.80	.....	161.95	161.95	5,019.35	.....	161.64	161.64	5,066.05
April.....	85.41	85.41	11,537.19	.....	15.10	15.10	582.92	.....	100.51	100.51	12,130.11
May.....	32.60	32.60	753.60	.....	106.86	106.86	2,621.78	.....	189.46	189.46	3,375.38
June.....	.....	.....	.....	.....	67.85	67.85	2,284.00	.....	67.85	67.85	2,284.00
July.....	15.00	15.00	480.00	.....	.....	.....	.....	.....	15.00	15.00	480.00
August.....	.....	.....	.....	.....	44.18	44.18	985.14	.....	44.18	44.18	985.14
September.....	10.98	10.98	1,445.23	.....	58.50	58.50	2,052.70	.....	69.28	69.28	3,497.93
Total.....	681.06	681.78	57,229.75	.....	1,190.39	1,190.39	27,568.56	.73	1,871.45	1,872.17	84,798.31

## STATEMENT M—Continued.

## TONNAGE—PRODUCTS OF MINES.

	GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
1861.												
October.....	.....	204.37	204.37	20,859.83	.....	5.00	5.00	155.00	.....	209.37	209.37	21,114.83
November.....	.....	155.73	155.73	13,645.24	.....	13.25	13.25	1,458.94	.....	168.98	168.98	15,203.56
December.....	.....	158.03	158.03	12,428.78	.....	37.09	37.09	9,901.02	.....	195.12	195.12	15,398.80
1862.												
January.....	3.87	221.40	225.27	20,030.25	.....	47.23	47.23	4,795.05	3.87	298.63	302.50	24,825.30
February.....	.....	221.21	221.21	20,948.33	.....	.....	.....	.....	.....	221.21	221.21	20,948.33
March.....	.....	115.66	115.66	7,345.79	.....	15.66	17.01	9,167.21	.....	131.33	131.33	9,453.00
April.....	.....	121.00	121.00	11,700.83	.....	94.61	94.26	9,391.25	3.75	215.61	219.26	20,392.08
May.....	.....	73.58	73.58	7,356.19	.....	.....	.....	.....	.....	78.58	78.58	7,356.19
June.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July.....	.....	14.00	14.00	875.00	.....	.....	.....	.....	.....	14.00	14.00	875.00
August.....	.....	43.75	43.75	4,407.75	.....	130.25	130.25	12,592.61	.....	164.00	164.00	16,350.36
September.....	.....	157.38	157.38	8,960.78	.....	177.92	177.92	25,441.46	.....	335.30	335.30	34,492.96
Total.....	3.87	1,526.11	1,529.98	128,728.98	4.10	512.01	516.11	58,831.86	7.97	2,038.12	2,046.09	187,560.71

## STATEMENT M—Continued.

## TONNAGE—PRODUCTS OF ANIMALS.

	GOING WESTWARD.			GOING EASTWARD.			GOING IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Way.	Total.	Mileage.
1861.										
October.....	107.83	738.83	846.64	21,763.73	9.66	23.33	32.99	702.15	879.63	25,053.16
November.....	2.43	145.53	147.95	17,500.10	2.79	213.53	216.31	359.05	364.36	39,260.27
December.....	.....	250.59	250.59	19,594.04	1.90	988.63	989.53	519.32	520.42	50,125.86
1862.										
January.....	.50	146.03	146.53	17,747.56	20.02	391.85	411.87	557.88	558.40	49,429.92
February.....	.....	138.43	138.43	10,590.65	8.10	927.56	940.66	375.99	379.09	28,546.34
March.....	.....	18.46	18.46	1,438.99	6.52	167.53	174.05	185.80	192.51	16,031.69
April.....	.....	14.56	14.56	1,093.78	.....	165.04	165.04	179.60	179.60	15,358.73
May.....	.....	64.08	64.08	4,358.31	.....	72.39	72.39	136.47	136.47	9,652.45
June.....	.....	34.85	34.85	1,359.15	.....	28.53	28.53	63.37	63.37	2,140.43
July.....	.....	52.90	52.90	3,142.59	.....	25.10	25.10	78.00	78.00	3,897.28
August.....	.....	266.37	266.37	15,185.70	.....	923.45	923.45	489.83	489.83	19,749.87
September.....	.....	139.20	139.20	10,920.48	.....	143.35	143.35	282.55	282.55	21,107.63
Total.....	110.74	2,009.89	2,120.63	124,684.77	43.29	1,960.37	2,003.65	2,970.09	4,124.12	380,313.59

# STATEMENT M—Continued.

## TONNAGE—VEGETABLE FOOD.

GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
<b>1881.</b>											
October.....	2,083.43	2,943.19	169,988.53	53	120.51	191.04	3,019.50	160.29	2,903.04	2,964.23	172,008.02
November.....	1,978.74	1,981.56	147,800.02	1.05	1,323.64	1,324.69	81,919.83	3.87	2,202.58	2,306.45	222,719.85
December.....	1,981.55	1,991.55	129,551.11	.13	1,047.34	1,047.47	63,412.21	.13	2,038.89	3,039.02	191,963.32
<b>1882.</b>											
January.....	2,439.72	2,439.80	55,768.32	.90	789.77	790.67	43,957.48	.98	3,229.49	3,230.77	99,723.80
February.....	932.76	932.86	51,297.18	1.50	601.47	602.97	34,139.27	1.70	1,533.23	1,536.59	85,433.45
March.....	372.65	372.65	14,756.97	.....	389.59	389.59	24,804.47	.....	772.24	772.24	39,561.44
April.....	429.05	429.05	14,584.17	.....	347.64	347.64	22,313.51	.....	776.69	776.69	37,896.68
May.....	671.88	671.88	14,725.29	.....	490.35	490.35	33,701.77	.....	1,162.13	1,162.13	48,427.06
June.....	74.96	74.96	1,976.73	.....	323.01	323.01	17,211.07	.....	397.97	397.97	19,187.80
July.....	274.23	274.23	8,503.73	.....	703.95	703.95	26,351.75	.....	978.98	978.98	36,755.54
August.....	275.36	275.36	7,626.03	.....	1,969.31	1,969.31	72,200.41	.....	2,944.67	2,944.67	79,896.44
September.....	558.86	558.86	49,032.46	.....	2,470.23	2,470.23	90,292.85	.....	3,029.09	3,029.09	139,325.31
<b>Total.....</b>	<b>12,064.29</b>	<b>12,947.15</b>	<b>665,608.60</b>	<b>4.11</b>	<b>10,586.91</b>	<b>10,591.02</b>	<b>515,923.12</b>	<b>166.97</b>	<b>22,671.20</b>	<b>22,638.17</b>	<b>1,190,831.72</b>

# STATEMENT M—Continued.

## TONNAGE—OTHER AGRICULTURAL PRODUCTS.

GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
1861.											
October.....	340.86	340.86	40,540.49	.....	92.85	92.85	549.08	.....	363.71	363.71	41,089.57
November.....	54.04	54.04	9,389.39	.....	133.35	133.35	11,339.63	.....	187.39	187.39	13,739.01
December.....	9.83	9.83	548.33	.....	55.43	55.43	4,859.98	.....	65.26	65.26	5,408.31
1862.											
January.....	11.91	11.91	905.99	.....	154.68	154.68	8,634.40	.....	166.59	166.59	9,540.39
February.....	19.24	19.24	832.57	.....	906.13	906.13	21,671.51	.....	237.36	237.36	22,504.08
March.....	7.96	7.96	464.95	.....	53.98	53.98	4,165.52	.....	61.94	61.94	4,639.77
April.....	6.14	6.14	378.03	.....	251.45	251.45	19,969.13	.....	257.59	257.59	20,347.15
May.....	80.90	80.90	2,449.88	.....	113.20	113.20	10,401.61	.....	194.10	194.10	12,844.49
June.....	49.05	49.05	273.13	.....	.....	.....	.....	.....	49.05	49.05	273.13
July.....	2.49	2.49	68.24	.....	97.68	97.68	1,358.96	.....	30.17	30.17	1,427.10
August.....	.....	.....	.....	.....	933.72	933.72	6,758.09	.....	933.72	933.72	6,758.09
September.....	56.40	56.40	1,516.19	.....	268.16	268.16	15,698.75	.....	324.56	324.56	17,314.94
Total.....	631.82	631.82	50,359.48	.....	1,511.92	1,512.38	105,536.56	.....	2,143.74	2,144.30	155,896.64



# STATEMENT M--Continued.

## TONNAGE--MANUFACTURES.

	GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
1861.												
October.....	52.27	834.77	887.04	117,943.68	2.94	43.82	46.82	2,916.31	55.21	878.65	933.86	130,159.99
November.....	27.31	563.00	609.31	48,546.93	3.93	89.04	92.97	14,801.53	31.34	671.04	702.38	63,350.46
December.....	7.06	686.25	613.31	49,321.62	.06	133.34	133.40	5,555.31	7.12	739.59	736.71	54,876.83
1862.												
January.....	3.35	404.45	408.40	31,947.47	.84	43.15	43.99	3,548.77	4.79	447.60	452.39	35,486.34
February.....	2.83	249.08	251.91	19,810.51	1.18	35.79	36.97	2,477.42	4.01	364.87	368.88	22,987.93
March.....	6.34	222.96	229.30	19,196.06	.21	48.17	48.38	2,558.79	6.55	371.13	377.68	21,754.87
April.....	94.63	161.70	186.33	20,648.67	...	36.92	36.92	1,864.53	94.63	198.62	223.25	22,513.20
May.....	.....	196.67	196.67	17,153.14	.....	73.56	73.56	2,369.38	.....	370.23	370.23	19,522.52
June.....	.....	23.98	23.98	903.51	.....	1.53	1.53	31.24	.....	25.51	25.51	936.75
July.....	.....	75.93	75.93	3,919.78	.....	40.49	40.49	1,536.45	.....	116.42	116.42	5,456.23
August.....	.....	197.30	197.30	13,056.17	.....	81.42	81.42	2,915.12	.....	378.73	378.73	15,971.29
September.....	.....	306.04	306.04	29,047.98	.....	75.07	75.07	3,496.44	.....	361.11	361.11	32,476.42
Total.....	194.39	3,861.13	3,985.52	371,497.54	9.16	602.36	701.52	42,605.29	133.55	4,553.49	4,687.04	414,102.83

# STATEMENT M—Continued.

## TONNAGE—MERCHANDISE.

	GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
1881.												
October.....	101.76	1,579.32	1,681.08	160,627.58	4.61	32.32	36.93	9,401.68	106.37	1,611.64	1,718.01	162,429.96
November.....	44.94	581.51	626.46	93,989.14	5.28	80.76	86.04	10,106.04	50.22	1,032.97	1,083.19	104,105.18
December.....	11.81	863.00	874.81	73,634.31	.....	132.02	132.02	10,413.43	11.81	1,015.93	1,027.74	82,469.64
1882.												
January.....	19.92	636.11	656.03	54,000.37	1.28	56.76	58.04	5,548.51	21.20	692.87	714.07	59,548.78
February.....	6.47	963.20	969.67	79,160.04	.18	93.58	93.76	9,326.60	6.65	1,056.78	1,063.43	88,398.64
March.....	.93	191.72	192.65	15,721.91	.05	19.77	19.82	691.31	.98	211.49	212.47	16,413.12
April.....	11.12	139.02	150.14	15,213.90	.....	29.59	29.59	944.68	11.12	168.61	179.73	16,158.58
May.....	.....	266.51	266.51	19,352.51	.....	14.70	14.70	467.67	.....	281.31	281.31	19,890.18
June.....	.....	47.54	47.54	1,786.06	.....	5.82	5.82	100.14	.....	53.36	53.36	1,886.20
July.....	.....	25.31	25.31	966.75	.....	14.44	14.44	409.57	.....	39.75	39.75	1,376.32
August.....	.....	83.73	83.73	2,823.60	.....	44.09	44.09	1,037.02	.....	127.82	127.82	3,960.62
September.....	.....	133.81	133.81	12,728.41	.....	31.84	31.84	2,026.72	.....	165.65	165.65	14,753.13
Total.....	196.95	5,860.78	6,077.73	527,832.38	11.40	575.69	587.09	43,387.27	208.35	6,456.47	6,664.82	571,219.65

## STATEMENT M—Continued.

TONNAGE—ALL OTHER ARTICLES.

	GOING WESTWARD.				GOING EASTWARD.				GOING IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
1881.												
October . . . . .	30.31	615.11	635.32	51,681.88	6.93	68.40	74.63	3,945.10	36.44	683.51	709.95	55,036.98
November . . . . .	2.64	379.58	382.22	17,131.96	10.31	93.95	104.16	6,937.71	12.85	373.53	386.38	23,948.97
December . . . . .	1.51	361.93	363.44	19,028.13	32.03	137.30	169.33	14,375.25	33.54	369.23	452.77	53,403.38
1882.												
January . . . . .	.13	361.88	362.00	15,179.94	15.10	85.95	101.05	5,784.40	15.22	337.83	353.05	20,956.64
February . . . . .	.07	363.15	363.22	97,546.03	7.33	56.32	63.65	5,403.70	7.40	339.47	346.87	32,961.73
March . . . . .	..	107.55	107.55	6,384.43	6.73	431.12	437.85	20,196.86	6.73	538.67	545.40	35,511.98
April . . . . .	.34	788.17	788.51	31,407.91	..	1,771.53	1,771.53	90,815.82	.34	9,559.69	9,560.03	131,923.73
May . . . . .	..	775.38	775.38	52,125.10	..	419.51	419.51	20,314.39	..	1,194.89	1,194.89	42,439.39
June . . . . .	..	408.64	408.64	8,097.91	..	619.49	619.49	16,296.71	..	1,028.13	1,028.13	24,284.63
July . . . . .	..	267.51	267.51	10,811.39	..	168.30	168.30	4,692.35	..	435.71	435.71	15,493.74
August . . . . .	..	408.70	408.70	32,530.17	..	269.61	269.61	8,545.55	..	678.31	678.31	42,376.16
September . . . . .	..	593.66	593.66	26,387.17	..	344.41	344.41	73,440.41	..	938.07	938.07	111,837.58
Total . . . . .	94.89	5,041.26	6,086.15	371,006.05	77.63	4,465.78	4,543.41	289,558.15	102.52	9,507.04	9,609.56	550,564.20

## STATEMENT M—Continued.

TONNAGE—ALL CLASSES OF FREIGHT.

	GOING WESTWARD.				GOING EASTWARD.				' GOING IN BOTH DIRECTIONS.			
	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.	Through.	Way.	Total.	Mileage.
1861.												
October.....	441.32	6,496.09	6,937.41	590,930.39	23.97	334.97	358.94	16,025.80	465.79	6,831.06	7,296.85	606,856.19
November.....	80.35	4,247.12	4,327.47	347,525.30	23.39	2,009.50	2,032.89	150,097.59	104.24	6,256.62	6,360.86	407,622.89
December.....	20.38	4,962.45	4,982.83	311,531.06	33.42	2,061.68	2,095.10	134,110.88	53.80	6,324.13	6,377.93	445,641.94
1862.												
January.....	26.44	4,257.40	4,283.84	904,931.63	38.14	1,867.04	1,905.18	109,560.23	66.58	6,194.44	6,191.02	314,441.85
February.....	9.57	2,918.18	2,927.75	919,031.75	13.69	1,331.04	1,344.63	94,036.00	23.19	4,960.92	4,992.41	313,717.75
March.....	7.37	1,037.35	1,044.69	65,405.21	13.86	1,297.87	1,311.73	83,136.01	21.13	2,231.73	2,252.85	148,531.53
April.....	36.09	1,745.05	1,781.14	98,564.47	3.75	2,711.87	2,715.62	170,045.79	39.84	4,456.93	4,496.76	966,610.56
May.....	.....	2,161.60	2,161.60	89,267.02	.....	1,230.47	1,230.47	75,170.64	.....	2,459.07	2,459.07	164,437.63
June.....	.....	632.02	632.02	14,386.49	.....	1,046.23	1,046.23	36,706.43	.....	1,678.24	1,678.24	51,102.93
July.....	.....	727.47	727.47	28,767.54	.....	979.86	979.86	36,993.63	.....	1,707.33	1,707.33	63,761.10
August.....	.....	1,275.31	1,275.31	75,929.66	.....	2,976.08	2,976.03	108,776.11	.....	4,251.54	4,251.54	185,767.87
September.....	.....	1,956.33	1,956.33	152,056.70	.....	5,569.36	5,569.36	232,698.50	.....	5,525.61	5,525.61	374,755.50
Total.....	624.43	31,716.27	32,340.69	2,196,947.42	150.15	21,495.33	21,645.48	1,328,339.62	774.57	53,211.60	53,986.17	3,435,287.04

# STATEMENT N.

*Charges of Freight sent from Richmond to the different Stations on the road during the fiscal year ending September 30, 1864.*

MONTHS.	Alle's.	Peake's.	Hanover C. H.	Wickham's.	Junction.	Anderson's.	Noel's.	Hewlett's.	Beaver Dam.	Bumpass.	Frederick's Hall.	Tolersville.	Louis C. H.	Trevilian's.	Gordonsville.	Lindsay's.	Cobham.
1861.																	
October.....	.....	.....	\$11 97	63	.....	.....	85	\$1 23	\$49 69	\$23 62	\$220 78	\$151 56	\$158 53	\$93 61	\$5,491 97	\$14 96	\$23 67
November.....	.....	.....	9 13	.....	1 23	.....	1 00	35	14 10	16 49	70 30	46 74	37 74	24 13	2,042 33	3 48	9 36
December.....	.....	.....	4 56	.....	1 50	.....	4 25	1 10	13 37	8 24	50 84	28 00	87 87	55 87	2,065 60	4 53	16 98
1862.																	
January.....	.....	.....	20 34	.....	28	.....	25	4 18	22 67	6 55	47 59	28 05	59 80	68 84	1,808 12	7 53	15 65
February.....	.....	.....	30 45	.....	89	.....	5 48	25	20 92	10 43	71 64	74 80	123 90	135 45	3,673 44	2 03	10 13
March.....	25	.....	60	.....	35	.....	.....	.....	33	16 06	37 40	15 80	32 76	46 02	87 29	.....	.....
April.....	.....	.....	2 17	.....	3 13	57	3 14	1 34	49 03	13 75	44 57	34 33	94 85	71 91	285 77	4 93	8 33
May.....	.....	.....	4 45	.....	.....	.....	50	5 30	27 03	54 73	154 85	19 14	147 69	67 01	315 42	69	2 46
June.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July.....	.....	.....	2 46	.....	6 72	.....	.....	.....	9 75	.....	12 19	9 70	10 82	72	34 41	.....	.....
August.....	.....	.....	3 07	.....	3 61	.....	.....	.....	.....	.....	2 00	19 84	27 63	37	20 21	2 80	.....
September.....	.....	.....	9 79	1 14	52 28	.....	3 10	1 00	51 33	28 59	79 33	57 13	71 35	221 42	348 28	.....	25
Total.....	25	.....	98 06	1 77	67 30	1 47	18 57	15 61	271 87	168 46	792 39	486 72	854 84	737 35	17,074 00	40 31	86 23

Government Freight not included.

# STATEMENT N—Continued.

*Charges of Freight sent from Richmond to the different Stations on the road during the fiscal year ending September 30, 1862.*

MONTHS.	Keswick.	Shadwell.	Charlottesville.	Ivy.	Mechum's River.	Greenwood.	Alton.	Wynnesboro'.	Fishersville.	Stanton.	Swoope s.	Pond Gap.	Craigsville.	Goshen.	Millboro'.	Jackson's River.	Total.
1861.																	
October.....	\$17 39	.....	\$591 23	\$112 83	\$35 90	\$33 36	\$13 03	\$129 49	\$22 34	\$1,816 04	\$157 86	\$4 24	\$14 69	\$51 13	\$143 21	\$718 94	\$10,160 60
November.....	4 80	.....	521 55	38 51	17 30	10 35	6 35	100 86	5 21	1,013 98	51 92	5 66	1 81	14 60	69 96	324 77	4,484 60
December.....	6 02	.....	496 46	20 74	13 76	35 33	5 79	118 36	29 10	1,314 78	34 54	2 34	6 40	14 14	43 65	1 10 19	5,471 14
1862.																	
January.....	16 51	.....	412 65	124 21	5 59	5 62	5 79	114 18	2 05	1,211 97	46 43	2 10	.....	37 27	38 23	338 40	4,542 94
February.....	2 00	.....	627 39	50 15	23 13	48 60	9 47	69 50	17 08	1,328 62	79 87	7 51	.....	10 10	50 76	146 58	6,538 93
March.....	72	.....	106 93	3 82	11 40	2 39	2 93	30 45	3 53	577 32	8 90	48	.....	3 79	8 90	20 63	1,015 71
April.....	3 92	74	205 00	13 48	10 53	14 43	47	73 37	1 88	1,817 52	13 33	.....	.....	1 98	9 12	65 45	9,648 40
May.....	68	.....	391 44	1 64	29 43	.....	4 54	24 17	.....	788 79	.....	.....	.....	.....	.....	.....	1,950 18
June.....	.....	.....	.....	.....	25	.....	.....	.....	5 20	.....	.....	.....	.....	.....	.....	.....	5 20
July.....	.....	.....	3 17	.....	.....	.....	.....	.....	.....	3 60	.....	.....	.....	.....	.....	.....	83 49
August.....	.....	3 22	78 33	1 38	.....	.....	.....	15 64	.....	111 36	.....	.....	.....	.....	.....	.....	280 70
September.....	.....	.....	229 48	9 68	1 64	10 91	16 60	4 13	.....	713 64	96	3 17	.....	.....	11 91	.....	9,629 41
Total.....	53 04	3 96	3,693 63	375 54	158 93	160 99	64 87	740 15	86 99	10,697 83	329 71	95 59	23 90	132 00	374 74	1,762 77	39,521 50

Government Freight not included.

# STATEMENT O.

Charges on Freight received at Richmond from the different Country Stations each month of the fiscal year ending September 30, 1862.

MONTHS.	Atlee's.	Peake's.	Hanover C. H.	Wickham's.	Junction.	Anderson's.	Noel's.	Hewlett's.	Beaver Dam.	Bumpass'.	Frederick's Hall.	Tolersville.	Louisa C. H.	Trevillian's.	Gordonsville.	Lindsay's.	Cobham.
1861.																	
October.....	...	\$23 84	\$138 62	...	...	...	\$18 93	\$37 10	\$186 88	\$46 97	\$370 10	\$237 53	\$204 53	\$377 83	\$3,154 97	\$15 19	\$125 14
November.....	...	...	213 24	...	...	...	6 10	1 38	317 90	56 17	646 23	465 92	758 63	1,501 54	4,882 21	167 43	19 16
December.....	...	...	221 68	...	\$21 36	...	45 57	...	122 88	68 84	347 19	320 59	519 58	670 08	6,850 69	101 86	54 87
1862.																	
January.....	...	...	179 27	...	48	...	...	15 33	168 28	9 57	254 65	47 54	145 98	147 02	6,486 54	67 16	10 56
February.....	...	...	51 17	...	...	...	4 52	18 58	66 84	3 68	97 77	130 10	200 83	418 12	2,913 25	6 82	1 43
March.....	...	...	24 59	...	24 91	...	...	5 81	34 15	3 43	130 81	98 33	16 65	188 47	911 86	...	...
April.....	...	...	18 80	...	94	...	95 04	...	87 83	21 30	151 67	107 92	7 11	...	195 70	...	...
May.....	...	...	...	...	...	...	23 62	14 79	54 10	...	57 76	13 07	30 81	300 61	594 69	...	...
June.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
July.....	...	...	59 81	...	19 68	...	...	...	...	...	...	...	49 48	61 06	8 45	...	...
August.....	...	...	25 73	...	1 86	...	...	...	16 97	46 29	63 09	33 54	4 35	23 61	11 83	...	...
September.....	...	...	185 71	167 09	43 87	...	36 97	10 33	235 52	194 71	365 66	386 83	292 07	1,011 40	214 06	...	...
Total.....	...	23 84	1,091 71	167 62	106 10	...	161 65	93 31	1,296 63	454 12	2,524 69	1,792 37	2,320 01	4,699 73	26,154 29	338 46	211 16

# STATEMENT O--Continued.

Charges on Freight received at Richmond from the different Country Stations each month of the fiscal year ending September 30, 1861.

MONTHS.	Kewwick.	Shadwell.	Charlottesville.	Ivy.	Mechum's River.	Greenwood.	Atton.	Waynesboro'.	Fishersville.	Stanton.	Swoopes.	Pond Gap.	Craigsville.	Goshen.	Millboro'.	Jackson's River.	Total.
1861.																	
October.....	\$6 10	....	\$ 687 27	\$374 54	\$161 84	\$157 31	\$78 87	\$634 39	\$254 38	\$1,469 32	\$175 39	\$271 84	\$91 84	\$73 04	\$58 72	\$298 91	\$11,729 38
November.....	48	....	426 68	10 97	40 12	26 54	23 48	457 84	148 14	2,011 09	254 79	30 16	48 52	179 47	37 00	506 11	13,317 65
December.....	34 52	....	337 95	72 90	176 06	118 01	52 97	637 82	78 77	1,703 62	154 84	112 20	5 31	86 02	20 66	55 51	12,971 00
1862.																	
January.....	77	....	313 74	115 43	93 03	172 47	16 12	445 20	424 75	1,611 74	418 54	78 23	5 93	141 78	41 53	164 64	11,575 27
February.....	1 88	....	269 66	176 82	177 73	108 71	77 14	575 42	138 89	1,585 57	265 71	91	42 63	185 98	102 41	128 92	7,681 49
March.....	....	....	35 45	56 35	31	6 43	15 55	99 87	45 93	231 84	12 03	....	....	....	....	119 14	2,011 91
April.....	....	....	42 65	39 88	13 72	....	90 98	116 66	....	395 04	115 64	87 00	....	2 88	27 62	....	1,479 27
May.....	....	....	54 71	77 29	50 78	1 13	9 65	47 40	....	66 53	....	263 50	....	....	....	....	1,668 64
June.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
July.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
August.....	....	....	63	33 28	....	....	....	....	....	....	....	....	....	....	....	....	....
September.....	\$5 20	....	288 60	136 32	7 02	70 96	....	104 33	59 77	923 31	7 17	176 35	....	22 73	....	....	298 79
Total.....	78 95	....	2,457 34	1,113 78	725 61	681 56	364 76	3,118 93	1,150 63	10,168 62	1,404 11	1,030 53	194 26	690 90	287 94	1,273 23	68,045 54

Government Freight not included.



# STATEMENT P.

Charges on Freight sent from Country Stations each month during the fiscal year ending September 30, 1862.

MONTHS.	Allee's.	Peake's.	Hanover C. H.	Wickham's.	Junction.	Anderson's.	Noel's.	Hewlett's.	Beaver Dam.	Bumpass'.	Frederick's Hall.	Tolerville.	Louisa C. H.	Trevillian's.	Gordonville.	Lindsay's.	Cobham.
1861.																	
October.....	\$22 84	\$139 78	.....	.....	\$9 79	.....	\$18 93	\$27 10	\$187 69	\$47 22	\$434 40	\$248 15	\$992 76	\$381 25	\$5,214 07	\$17 24	\$138 30
November.....	45	225 65	.....	.....	42 34	.....	6 10	1 38	325 65	56 17	660 89	498 01	771 93	1,508 78	5,003 03	167 69	41 69
December.....	.....	224 44	.....	.....	27 18	.....	45 57	.....	122 79	69 59	357 87	322 61	538 62	672 08	7,004 53	101 86	22 29
1862.																	
January.....	.....	.....	180 02	.....	90 78	.....	25	15 32	173 35	10 21	291 07	66 59	167 85	149 89	6,554 21	67 16	28 39
February.....	.....	.....	51 78	.....	3 15	.....	4 52	18 58	68 01	4 43	32 18	161 04	217 61	421 83	2,960 86	7 32	52 80
March.....	.....	.....	94 59	.....	95 66	.....	.....	5 81	34 15	3 68	122 07	33 21	94 00	193 75	968 62	.....	.....
April.....	.....	.....	19 80	.....	6 23	.....	25 94	.....	88 18	21 90	154 41	108 74	8 12	57	137 00	.....	.....
May.....	.....	.....	.....	.....	1 83	.....	23 62	14 79	60 03	50	69 02	14 32	31 21	300 88	730 25	103 74	.....
June.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49 42	.....	4 06	5 22	1 05	.....	.....
July.....	.....	.....	52 91	.....	14 85	.....	.....	.....	5 26	1 26	113 18	.....	61 24	64 72	100 91	.....	.....
August.....	.....	.....	33 73	.....	1 86	.....	.....	.....	18 97	48 29	67 42	23 46	66 00	22 61	35 42	9 00	.....
September.....	.....	.....	186 16	.....	50 63	.....	35 97	10 33	240 13	196 26	356 27	399 86	377 94	1,022 12	317 02	170 83	110 83
Total.....	45	22 84	1,110 85	167 02	204 40	.....	161 90	92 31	1,322 25	458 81	2,729 21	1,886 09	2,522 32	4,744 73	32,066 97	711 67	464 39

Government Freight not included.

## STATEMENT P—Continued.

Charges on Freight sent from Country Stations each month during the fiscal year ending September 30, 1862.

MONTHS.	Keswick.	Shadwell.	Charlottesville.	Ivy.	Mechum's River.	Greenwood.	Afton.	Waynesboro'.	Fishersville.	Stannton.	Sweepers.	Pond Gap.	Craigsville.	Cohen.	Millboro'.	Jackson's River.	Total.
1861.																	
October.....	\$10 87	...	\$851 83	\$410 77	\$167 72	\$103 41	\$97 58	\$688 65	\$348 98	\$1,756 29	\$215 30	\$204 23	\$108 77	\$131 57	87 58	\$418 45	\$19,008 70
November....	5 02	...	883 46	19 74	46 96	48 26	29 98	604 60	209 94	2,359 50	593 64	39 18	48 52	427 24	48 70	594 04	14,839 21
December. ...	110 73	...	938 72	132 40	180 53	120 22	58 74	711 49	83 38	1,881 05	502 88	112 70	6 06	119 83	36 56	82 39	14,259 44
1862.																	
January.....	122 61	...	378 60	145 56	112 94	168 73	29 86	503 14	425 25	1,753 36	437 80	90 30	13 99	154 79	60 67	982 40	12,435 29
February.....	2 78	...	306 82	185 73	204 79	153 26	86 61	631 73	144 66	1,723 64	289 63	2 07	69 05	309 81	233 53	132 33	8,418 34
March.....	...	...	228 32	56 00	46 27	48 35	23 23	183 97	57 99	427 72	13 30	11 70	...	1 72	23 23	136 96	2,678 43
April.....	35 35	...	62 91	49 31	16 58	19 60	90 98	182 43	...	710 56	132 15	101 65	75 14	14 34	55 66	142 41	2,184 96
May.....	61 52	...	452 32	92 31	86 86	4 40	13 07	55 44	17 00	92 36	72 15	964 40	29 20	5 31	...	...	2,508 13
June.....	56 81	...	349 40	...	...	35 55	...	4 44	3 35	10 25	1 98	...	...	1 12	...	...	490 57
July.....	...	...	236 06	64 14	14 96	17 73	...	6 12	9 40	87 85	1 90	...	...	...	...	...	760 35
August.....	3 79	...	204 98	38 26	55 25	25 25	...	9 99	...	74 98	83 83	5 86	...	1 76	...	...	737 04
September...	43 19	...	953 65	178 30	14 16	91 40	...	153 24	138 00	1,109 11	8 16	975 01	14 09	59 97	11 80	...	6,732 55
Total.....	462 67	...	5,746 10	1,321 02	888 32	886 16	427 55	\$3,742 24	\$1,430 36	11,966 68	1,569 69	1,197 06	283 43	537 56	515 05	1,798 98	78,933 01

Government Freight not included.

# STATEMENT Q.

Statement of Charges on Freight received at Country Stations during the fiscal year ending September 30, 1862.

MONTHS.	Atlee's.	Peake's.	Hanover C. H.	Wichham's.	Junction.	Anderson's.	Noel's.	Hewlett's.	Beaver Dam.	Bumpers.	Frederick's Hall.	Tolersville.	Louisa C. H.	Trevillian's.	Gordonsville.	Lindsay's.	Cobham.
1861.																	
October.....	.....	.....	\$19 31	63	\$90 33	.....	85	\$1 20	\$57 70	\$29 27	\$248 30	\$165 67	\$193 13	\$111 97	\$5,675 97	\$32 52	\$96 43
November.....	\$3 45	.....	11 44	.....	97 20	90	1 00	60	28 09	27 14	116 84	79 51	230 53	49 17	2,203 87	11 47	10 91
December.....	.....	.....	6 15	.....	36 79	.....	4 25	1 35	16 33	9 31	63 00	42 18	131 68	72 37	3,104 92	5 43	28 09
1862.																	
January.....	.....	.....	73 31	.....	57 63	1 47	25	4 18	29 46	7 30	81 76	30 80	76 22	72 08	2,024 73	23 53	16 22
February.....	26 20	.....	41 96	.....	19 16	.....	5 48	25	37 99	11 71	74 80	79 41	156 67	148 22	3,729 97	1 87	12 00
March.....	4 98	.....	60	.....	27 22	.....	.....	.....	5 10	6 31	54 31	15 80	47 46	61 99	149 56	2 08	10 00
April.....	.....	.....	57 72	.....	6 62	57	3 14	1 54	50 38	14 10	80 81	36 14	135 56	89 50	290 33	4 92	8 33
May.....	.....	.....	4 45	.....	.....	.....	50	5 30	37 53	54 73	161 54	21 39	161 12	67 84	260 63	13 01	2 48
June.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	59 02	1 89	5 19	50	20 95	5 77	.....
July.....	.....	.....	2 46	.....	14 72	.....	.....	.....	11 46	1 32	16 87	9 70	45 89	2 81	48 88	2 81	3 60
August.....	.....	.....	4 03	.....	3 61	.....	.....	.....	25	.....	3 73	24 93	32 41	62	71 10	5 46	.....
September.....	.....	.....	10 88	1 14	71 13	.....	3 10	1 68	57 93	35 05	117 14	62 51	136 70	223 77	635 88	6 18	7 59
Total.....	34 63	.....	225 31	1 77	354 59	2 94	18 57	16 11	324 23	196 34	1,078 62	569 93	1,322 81	900 14	18,216 64	105 19	125 65

# STATEMENT Q—Continued.

Statement of Charges on Freight received at Country Stations during the fiscal year ending September 30, 1862.

MONTHS.	Kewick.	Shadwell.	Charlottesville.	Ivy.	Mechum's River.	Greenwood.	Atton.	Waynesboro'.	Fishersville.	Staunton.	Swoope's.	Pond Gap.	Craigsville.	Goshen.	Millboro'.	Jackson's River.	Total.
1861.																	
October.....	\$37 34	.....	\$816 71	\$191 83	\$41 26	\$49 76	\$16 53	\$239 29	\$23 31	\$2,053 76	\$173 22	\$10 60	\$19 85	\$64 61	\$183 96	\$351 32	\$11,240 12
November.....	8 60	.....	729 71	53 70	20 43	19 49	7 40	127 97	52 41	1,446 62	62 30	10 04	3 31	58 19	152 41	471 43	6,096 16
December.....	6 98	.....	715 08	32 58	25 31	38 15	7 00	171 30	31 11	1,843 97	50 34	6 75	8 90	20 01	85 37	211 61	6,759 58
1862.																	
January.....	32 51	.....	683 08	149 20	6 80	11 31	18 05	126 87	3 34	1,309 12	73 81	5 75	1 65	44 03	54 08	283 42	5,492 96
February.....	9 77	.....	747 26	97 73	26 38	55 58	91 88	190 64	19 97	1,554 79	86 73	10 57	5 80	19 97	66 91	291 47	7,375 78
March.....	3 09	.....	201 16	14 83	14 98	43 18	13 45	22 36	3 53	1,817 73	12 92	6 21	1 05	6 79	14 43	112 61	1,882 23
April.....	3 92	74	473 74	15 35	11 03	68 28	10 05	82 78	9 47	1,884 10	14 74	2 71	2 50	17 21	18 73	190 03	3,554 09
May.....	3 36	.....	708 44	2 31	39 43	.....	24 58	27 23	.....	1,183 44	1 43	69	40	.....	.....	.....	2,778 36
June.....	.....	.....	51 07	.....	7 85	.....	.....	24 70	.....	283 33	.....	55	.....	.....	3 23	.....	485 77
July.....	.....	.....	181 75	.....	2 67	1 55	15 38	3 95	32	227 70	.....	.....	.....	3 32	.....	.....	606 18
August.....	3 85	3 22	205 39	.....	4 14	6 30	.....	26 59	1 74	287 59	.....	.....	25	.....	.....	.....	692 93
September...	4 12	.....	1,005 63	13 04	9 31	12 41	24 37	29 35	.....	1,154 18	3 02	11 06	2 19	3 60	23 17	.....	3,674 83
Total.....	95 57	3 96	6,518 13	491 94	208 97	314 30	158 69	1,011 93	169 90	14,037 33	476 81	64 63	45 90	199 03	617 23	2,441 88	50,358 97

# STATEMENT R.

Statement of the Names, Dimensions, Condition, &c., of the Locomotive Engines on the Virginia Central Railroad during the fiscal year ending September 30, 1882.

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NAME OF ENGINE.	BUILDER'S NAME.	When placed on the road.	Size of cylinder in inches.	Weight in tons.	Diameter of driving wheels in inches.	No. of drivers.	Dimensions of fire box in inches.	No. of flues.	Diameter of flues in inches.	Length of flues in feet and inches.	Diameter of boiler in inches.	COST OF REPAIRS.			In what Service Employed.	Condition.		
												Labor.	Materials.	Totals.				
Anderson, Jr., D.	Talbott & Bro.	1849 12x18	13	48	4	36x30	96	2	9	3	1,320	50 87	6 76	57 63	4.36	Switching.	Used as stationary engine.	
Augusta.	Tredgar Works.	1852 13x20	16	54	4	35x35x52 1/2	91	2	10	5	1,200	187 74	215 97	403 71	31.11	Pass. Train.	Running order.	
Allegheny.	Tredgar Works.	July, 1856 15x24	22 1/2	60	4	41x38x60	147	2	11	4	1,556	541 68	1,552 96	3,093 64	13.75	Mail Train.	Good order.	
Anderson, J. R.	Tredgar Works.	July, 1854 18x32	30	62	8	44x38x48	155	2	14	4	411	266 70	101 88	368 58	Do.	Sold to C. States.	Do.	
Albany.	Tredgar Works.	July, 1857 13 1/2 x 24	23	48	4	40x33x52 1/2	140	2	11	0	42	14 1/2	514 29	436 25	950 54	6.73	Freight.	Do.
Baldwin, M. W.	Wm. Baldwin & Co.	1854 10 1/2 x 20	27	43	6	41x35x40	82	2	11	7 1/2	36	1,803	184 26	48 27	233 53	12.78	Mountain Track.	Running order.
Beauregard, Gen.	Wm. Mason & Co.	Aug., 1861 15x22	22 1/2	60	4	37x38x40	131	2	11	5	414	24,283	1,101 66	794 95	1,895 61	7.50	Mail Train.	Good order.
Columbia, C. G.	M. W. Baldwin & Co.	1854 15x23	23	60	4	41x38x40	119	2	10	6	41	12,963	642 90	324 76	967 65	11.06	Mail Train.	Do.
South.	Norris & Sons.	1854 13x24	30	60	4	42x35x44	105	2	10	6	41	13,050	672 59	136 87	809 46	20.10	Pass. Train.	Good order.
Frontier.	Norris & Sons.	1854 13x26	18	54	4	42x36	90	2	10	6	37	2,441	363 69	136 87	500 56	7.25	Material Train.	Exploded.
Gully, F. H.	Norris & Sons.	1854 14x26	32	54	4	44 1/2 x 38 1/2 x 54	134	2	10 1/2	4	43	11,170	650 85	321 24	972 09	8.08	Mat. & Freight.	Under repairs.
Gordon, Gen.	N. Jersey L. & M. W. Co.	1859 16 1/2 x 22 1/2	30	54	6	46x35x37	140	2	12	9 1/2	36	14,003	1,101 32	387 69	1,489 01	10.43	Freight.	Good order.
Harris, F.	Norris & Bro.	1847 10 1/2 x 20 1/2	14	48	4	37x35x44	83	2	9	0	36	3,658	252 91	78 10	331 01	9 05	Switching.	Out of service.
Hanover.	M. W. Baldwin & Co.	1852 13 1/2 x 22 1/2	18	54	4	44 1/2 x 38 1/2 x 54	134	2	10 1/2	4	43	10,066	573 61	557 64	1,131 25	11.34	Freight & Mat.	Running order.
Kinney.	Norris & Bro.	1852 12 1/2 x 20	16	48	4	42x38x40	96	2	8	7	36	5,135	106 80	90 40	197 20	3.84	Switching.	Do.
Louis.	Talbott & Bro.	1854 14x20	18	54	4	41 1/2 x 35 1/2 x 54 1/2	101	2	10 1/2	38	38	2,374	17 47	16 88	34 35	1.45	Switching.	Exploded.
Monroe.	Tredgar Works	1854 14x20	18	54	4	41 1/2 x 35 1/2 x 54 1/2	85	2	1	0	36	1,310	1,844 41	1,157 19	3,001 60	22.24	Freight Train.	Good order.
Mason, C. R.	M. W. Baldwin & Co.	1854 10 1/2 x 20 1/2	27	43	6	41x35x40	148	2	11 1/2	4	43	13,497	1,844 41	1,157 19	3,001 60	22.24	Freight Train.	Do.
Mulborough.	Norris & Sons.	1857 16x24	31	48	6	45 1/2 x 48 1/2 x 60	148	2	11 1/2	4	43	16,279	853 28	1,094 68	2,947 96	12.50	Mail Train.	Do.
Monticello.	Norris & Sons.	1857 15x22	22	60	4	46x45x20	129	2	10 1/2	4	43	11,306	768 92	686 19	1,455 11	12.46	Freight & Mat.	Do.
Overtown.	Norris & Sons.	1854 14x26	23	54	4	44 1/2 x 38 1/2 x 54	124	2	10 1/2	4	41	1,298	102 70	8 17	110 87	7.83	Pass. Train.	Do.
Richmond.	M. W. Baldwin & Co.	1851 11 1/2 x 20	15	66	4	43x46	115	2	10	9	41	93,453	1,947 67	1,323 10	3,269 77	10.89	Mail Train.	Do.
Stanton.	N. Jersey L. & M. W. Co.	1860 16x22	25	66	4	46x57 1/2 x 38	140	2	11	0	37	10,133	465 68	343 96	809 64	8.18	Material.	Running order.
Timberlake, J. H.	Norris & Sons	1854 12x24	18	60	4	43x35 1/2 x 45	190	2	11	4	43	3,801	1,661 61	832 38	2,493 99	42.49	Mail Train.	Under repairs.
Whitcomb, H. D.	Tredgar Works.	1855 15x22	22 1/2	66	4	45x30x60	141	2	11	4	43	2,353	2,358 03	3,913 49	6,153 52	17.77	Mail Train.	Good order.
Westward, H. I.	Tredgar Works.	1856 15x22	22 1/2	60	4	45x30x60	141	2	11	4	43	20,922	1,102 57	1,608 19	2,710 76	13.59	Mail Train.	Do.
O. A. & R. Eng's.		1857 15x22	22 1/2	60	4	45x30x60	141	2	11	4	43	20,922	1,102 57	1,608 19	2,710 76	13.59	Mail Train.	Do.
B. & O. Engine 235													1,065 55	797 30	1,862 85			
Extra work for engines.													309 64	500 26	809 90			
Extra work for tenders.													275 89	1 98	277 81			
Total.												239,441	30,118	55,165	70,273	384 23		

## STATEMENT S.

Showing the Cost of Repairs of Locomotives and Tenders during the year ending September 30, 1862, with the Classification of Workmanship.

NAMES OF ENGINES.	WORKMANSHIP.						Cost of Materials.	Total Cost of Repairs.
	Machinists.	Smiths.	Carpenters.	Painters.	Superintendence.	Total for Workmanship.		
Anderson, Jr., D.....	38 66	8 15	42	.....	3 64	50 87	6 76	57 63
Augusta.....	124 30	24 26	21 86	3 52	13 80	187 74	215 97	403 71
Alleghany.....	762 54	159 84	30 55	2 55	86 29	1,041 68	541 28	1,582 96
Anderson, J. R.....	112 37	62 92	68 72	.....	22 69	266 70	101 88	368 58
Albemarle.....	327 24	84 49	44 39	8 85	49 32	514 29	436 25	950 54
Baldwin, M. W.....	127 82	23 16	4 35	1 10	25 83	189 26	48 27	230 53
Beauregard, Gen.....	710 53	251 73	53 61	3 81	81 36	1,101 06	720 28	1,821 34
Coleman, C. G.....	428 09	135 62	7 12	1 85	70 22	643 90	794 95	1,437 85
South, (formerly C. Elliott)	491 20	111 53	10 67	88	58 01	679 29	324 76	997 05
Fontaine, E.....	258 79	51 64	21 18	1 54	30 54	363 69	126 87	490 56
Greenbrier.....	83 92	68 90	.....	.....	13 17	165 99	7 33	173 32
Gill, E. H.....	502 00	87 65	14 37	1 53	45 30	650 85	251 24	902 09
Gordon, Gen.....	838 67	82 60	64 92	10 57	104 56	1,101 32	367 69	1,469 01
Hanover.....	184 70	23 28	25 79	1 15	17 99	253 91	78 10	331 01
Kinney, J.....	444 94	67 93	9 63	1 35	56 76	573 61	557 64	1,131 25
Louisa.....	79 60	6 57	10 20	1 10	9 33	109 80	90 40	197 90
B. & O. Engine No. 225..	641 56	164 60	168 90	15 18	75 31	1,065 55	797 30	1,862 85
Monroe.....	16 41	.....	.....	.....	1 06	17 47	16 88	34 35
Millborough.....	1,117 44	345 25	207 27	24 64	149 81	1,844 41	1,157 19	3,001 60
Monticello.....	583 18	259 60	33 87	3 07	73 86	953 28	1,094 68	2,047 96
Overton, W.....	564 36	105 75	49 46	1 40	57 93	768 92	696 19	1,465 11
Richmond.....	81 21	10 24	3 76	53	6 96	102 70	8 17	110 87
Staunton.....	759 13	215 34	122 17	13 38	107 65	1,247 67	1,322 10	2,569 77
Timberlake, J.....	359 75	60 58	26 66	1 98	35 71	485 68	343 96	829 64
Timberlake, J. H.....	1,015 81	288 98	194 94	28 36	133 58	1,661 61	832 38	2,493 99
Whitcomb, H. D.....	1,675 50	289 73	65 44	47 48	159 88	2,238 03	3,915 49	6,153 52
Westward, Hol.....	830 80	135 71	37 55	4 02	94 49	1,102 57	1,608 19	2,710 76
Presid't Davis, (O&ARR)	35 91	2 75	8 89	9 54	5 22	62 31	1 39	63 70
Cameron.....	.....	.....	.....	.....	.....	.....	.....	.....
Charlottesville.....	.....	.....	.....	.....	.....	.....	.....	.....
Orange.....	.....	.....	.....	.....	.....	.....	.....	.....
Culpeper.....	50 30	39 30	.....	.....	9 23	107 92	199 87	307 79
Albemarle.....	.....	.....	.....	.....	.....	.....	.....	.....
Campbell.....	.....	.....	.....	.....	.....	.....	.....	.....
Extra work for Engines..	181 92	91 72	19 54	.....	16 46	309 64	500 26	809 90
Extra work for Tenders..	138 48	97 64	17 08	.....	22 65	275 83	1 98	277 81
Total.....	13,566 11	3,357 55	1,366 01	189 32	1,639 56	20,118 55	17,165 70	37,284 25

# STATEMENT T.

Showing Cost of Repairs of Cars, with a Classification of Workmanship, during the fiscal year ending September 30, 1882.

	WORKMANSHIP.							Cost of Materials.	Totals.
	Mechanists.	Millers.	Carpenters.	Painters.	Others and Inspectors.	Superintendence.	Total for Workman-ship.		
Repairs of Passenger Cars .....	63 31	235 30	817 88	20 76	1,164 75	228 51	2,530 51	1,956 43	4,486 94
Repairs of Mail and Baggage Cars .....	5 30	28 14	174 78	48 97	1,175 13	35 25	463 57	1,479 11	944 68
Repairs of Freight and Stock Cars .....	695 14	2,969 86	4,672 23	242 84	1,558 93	688 85	9,638 85	8,243 80	18,182 65
Repairs of Flatiron and Gondola Cars .....	32 98	191 13	563 33	40 33	.....	49 36	907 13	1,544 19	2,451 32
Repairs of Gravel Cars .....	5 47	24 28	79 63	1 93	25 03	19 59	146 93	77 76	156 69
Repairs of Hand Cars .....	31 06	13 06	111 23	4 10	.....	13 06	173 51	85 8	259 31
Total for Repairs .....	834 26	2,774 77	6,446 08	358 93	2,623 84	1,024 62	14,064 50	12,417 13	26,481 62

# STATEMENT U.

Miles run by Locomotives and Service during the fiscal year ending September 30, 1862.

NAMES OF ENGINES.	REGULAR ENGINES.										MOUNTAIN ENGINES.				Total Miles run.
	Passenger Trains.	Troop Trains.	Freight Trains.	Material Trains.	Ditching Trains.	Wood Trains.	Ballast Trains.	Construction Trains.	Extra Trains.	Switching Cars.	Assisting Freight Trains.	Assisting Passenger Trains.	Assisting Freight Trains.	Assisting Extra Trains.	
Anderson, Jr., D.	.....	.....	.....	.....	183	.....	.....	.....	1:4	1,215	.....	.....	.....	.....	1,339
Augusta.	1,064	.....	.....	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,386
Anderson, J. R.	5,924	.....	2,874	281	.....	36	.....	.....	1,498	.....	.....	.....	.....	.....	11,508
Alleghany.	1,632	.....	10,438	.....	.....	.....	.....	.....	2,198	.....	.....	.....	.....	.....	14,135
Albany.	1,501	.....	.....	66	.....	28	.....	.....	240	.....	.....	741	323	59	1,803
Bedwin, M. W.	308	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34,295
Beauregard, Gen.	742	.....	505	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,985
Colman, C. G.	1,196	.....	884	35	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	2,441
Fontaine, E.	1,504	.....	304	87	.....	.....	.....	.....	535	.....	.....	.....	.....	.....	.....
Greenbrier.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gill, F. H.	194	1,077	5,139	1,434	140	1,335	40	.....	1,766	45	.....	.....	.....	.....	11,170
Gordon, Gen.	1,814	.....	11,703	.....	.....	46	.....	.....	304	40	.....	.....	.....	.....	14,043
Hanover.	.....	.....	76	2,340	.....	5	.....	.....	292	945	.....	.....	.....	.....	3,658
Kinney, J.	136	251	5,303	3,643	188	188	.....	.....	357	.....	.....	.....	.....	.....	10,066
Louis.	.....	.....	94	27	16	.....	.....	.....	.....	4,970	.....	.....	.....	.....	5,135
Monroe.	.....	152	.....	.....	.....	.....	.....	.....	.....	2,070	.....	.....	.....	.....	2,374
Mason, C. R.	.....	96	123	75	.....	.....	.....	.....	136	16	.....	339	294	903	1,310
Milborough.	2,570	.....	10,651	.....	.....	28	.....	.....	276	.....	.....	.....	.....	.....	13,497
Monticello.	12,557	.....	1,380	.....	.....	40	.....	.....	152	.....	.....	.....	.....	.....	16,379
Overton, W.	366	2,894	7,637	59	115	78	.....	.....	101	63	.....	.....	.....	.....	11,308
Richmond.	.....	.....	.....	380	.....	.....	.....	.....	152	888	.....	.....	.....	.....	1,298
Staunton.	17,648	3,241	559	.....	.....	.....	.....	.....	2,135	.....	.....	.....	.....	.....	23,533
South, (formerly C. Ellett)	648	7,079	3,683	386	386	234	.....	.....	1,631	30	.....	.....	.....	.....	13,680
Timberlake, J. H.	2,068	.....	928	4,358	307	2,464	28	.....	.....	.....	.....	.....	.....	.....	10,133
Timberlake, J. H.	491	.....	1,542	.....	.....	.....	.....	.....	308	.....	.....	.....	.....	.....	5,601
Whitcomb, H. D.	2,469	180	9,493	.....	.....	.....	.....	.....	284	.....	.....	.....	.....	.....	5,574
Westward, H. D.	17,161	2,067	1,619	.....	.....	.....	.....	.....	76	.....	.....	.....	.....	.....	20,923
Wilkes, R. F. & P.	523	.....	.....	.....	.....	.....	.....	.....	84	.....	.....	.....	.....	.....	607
C. S. Engines.	.....	516	1,248	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,794
	97,436	23,313	71,900	17,311	1,355	4,510	88	28	13,591	10,350	172	1,080	616	262	241,813



## STATEMENT V.

*Cost of Oil, Tallow and Cotton Waste used by Locomotives on the Virginia Central Railroad for the fiscal year ending September 30, 1862.*

NAMES OF ENGINES.	Gallons of Oil.	Pounds of Tallow.	Cost of Oil and Tallow.	Cost of Oil and Tallow per mile run, in cents.	Pounds Cotton Waste.	Cost of Cotton Waste.	Cost of Cotton Waste per mile run, in cents.	Cost of Oil, Tallow and Cotton Waste.	Cost of Oil, Tallow and Cotton Waste per mile run, in cents.	Miles run to the pint of Oil.	Miles run to the pound of Cotton Waste.	
Anderson, Jr., D.....	4	18	\$8 13	.608	.....	58	\$.63	.....	\$8 13	.608	27	....
Augusta.....	15	52	28 28	2.182	.....	.....	.....	.....	34 66	2.674	8	23
Anderson, J. R.....	25	79	46 08	.....	.....	.....	.....	.....	46 06	.....	.....	.....
Alleghany.....	59	209	111 86	.970	293	32 23	.280	144 09	1.950	17	39	
Albemarle.....	59	216	112 84	.799	78	8 58	.080	121 42	.859	21	161	
Baldwin, M. W.....	17½	61	33 04	1.832	60	6 60	.366	39 64	2.198	9	30	
Beauregard, Gen.....	107½	416	208 74	.859	449	49 39	.204	258 13	1.063	19	54	
Coleman, C. G.....	79	271	148 54	1.146	150	16 50	.137	165 04	1.273	14	87	
Fontaine, E.....	49½	196	96 74	3.963	253	27 83	1.140	124 57	5.103	4	10	
Gill, E. H.....	64	310	133 00	1.191	219	24 09	.216	157 09	1.407	14	51	
Gordon, Gen.....	102	434	203 56	1.454	442	48 62	.347	252 18	1.801	11	32	
Hanover.....	48½	121	84 84	2.319	110	12 10	.331	96 94	2.650	9	33	
Kinney, J.....	73	292	143 08	1.421	250	27 50	.273	170 58	1.694	11	40	
Louisa.....	53	154	95 76	1.865	160	17 60	.343	113 36	2.208	9	32	
Monroe.....	7	37	14 98	.631	15	1 65	.070	16 63	.701	25	158	
Mason, C. R.....	13	53	25 62	1.956	41	4 51	.344	30 13	2.300	8	32	
Millborough.....	98½	517	210 28	1.558	422	46 42	.344	256 70	1.902	10	32	
Monticello.....	97½	442	198 38	1.211	501	55 11	.336	253 49	1.547	13	33	
Overton, W.....	76	350	155 40	1.374	431	47 41	.427	202 81	1.801	12	26	
Richmond.....	6	39	13 86	.991	10	1 10	.079	14 96	1.070	16	140	
Staunton.....	106	468	213 92	.907	448	49 28	.209	263 20	1.116	11	53	
South.....	66	341	140 14	1.024	200	22 00	.161	162 14	1.185	16	68	
Timberlake, John.....	52½	207	102 48	1.010	299	32 89	.315	135 37	1.325	16	34	
Timberlake, John H.....	32½	138	64 82	1.117	215	22 65	.408	88 47	1.525	15	22	
Westward, Ho!.....	95	468	198 52	.949	315	34 65	.166	233 17	1.115	17	66	
Whitcomb, H. D.....	41	190	84 00	1.520	158	17 38	.332	101 38	1.852	10	33	
Confed. States Engines...	33	121	63 14	3.579	49	5 39	.306	68 53	3.885	5	36	
O. & A. R. R. Engines....	48½	36	72 94	.....	9	99	.....	73 93	.....	.....	.....	.....
.....	.....	.....	3,012 94	.....	.....	619 85	.....	3,632 79	.....	.....	.....	.....

## STATEMENT W.

Showing the amount of charges on Freight received at and sent from each Station on the road during the fiscal year ending September 30, 1862.

STATIONS.	Sent from.	Received at.	Total Sent and Received.
Richmond.....	\$39,521 50	\$68,095 54	\$107,617 04
Atlee's.....	45	34 63	35 08
Peake's.....	22 84	.....	22 84
Hanover C. H.....	1,110 85	225 31	1,336 16
Wickham's.....	167 02	1 77	168 79
Junction.....	204 40	354 59	558 99
Anderson's.....	.....	2 94	2 94
Noell's.....	161 90	18 57	180 47
Hewlett's.....	93 31	10 11	109 42
Beaver Dam.....	1,323 25	324 22	1,647 47
Bumpass.....	458 81	196 34	655 15
Frederick's Hall.....	2,759 21	1,078 02	3,837 23
Tolersville.....	1,886 09	569 93	2,456 02
Louisa C. H.....	2,522 32	1,332 81	3,855 13
Trevillian's.....	4,744 73	900 14	5,644 87
Gordonsville.....	29,066 97	18,216 64	47,283 61
Lindsay's.....	711 67	105 10	816 77
Cobham.....	464 30	125 65	589 95
Keswick.....	462 67	95 57	558 24
Shadwell.....	.....	3 96	3 96
Charlottesville.....	5,748 10	6,518 13	12,266 23
Ivy Depot.....	1,221 02	491 94	1,712 96
Mechum's River.....	888 32	208 97	1,097 29
Greenwood.....	886 16	314 30	1,200 46
Afton.....	427 56	159 69	586 24
Waynesboro.....	3,742 24	1,011 83	4,754 17
Fishersville.....	1,430 36	169 90	1,600 26
Staunton.....	11,986 68	14,037 33	26,024 01
Swoope's.....	1,599 69	476 81	2,076 50
Pond Gap.....	1,197 08	64 63	1,261 71
Craigsville.....	293 43	45 90	339 33
Goshen.....	937 56	199 03	1,136 59
Millboro.....	515 05	617 23	1,132 28
Jackson's River.....	1,796 98	2,441 88	4,240 86
	\$118,454 51	\$118,454 51	\$236,909 02

## STATEMENT W—Continued.

Amount brought up.....	\$118,454 51
Receipts for transportation of Government Freights in Oct., 1861.....	\$27,578 91
Receipts for transportation of Government Freights in November, 1861.....	20,435 45
Receipts for transportation of Government Freights in December, 1861.....	18,089 93
Receipts for transportation of Government Freights in January, 1862.....	16,683 06
Receipts for transportation of Government Freights in February, 1862.....	5,315 20
Receipts for transportation of Government Freights in March, 1862.....	5,374 92
Receipts for transportation of Government Freights in April, 1862.....	13,635 91
Received of Richmond, Fredericksburg and Potomac Railroad Company, for use of cars in April, 1862.....	352 17
Receipts for transportation of Government Freights in May, 1862.....	8,997 54
Receipts for transportation of Government Freights in June, 1862.....	11,617 97
Receipts for transportation of Government Freights in July, 1862.....	3,377 43
Receipts for transportation of Government Freights in August, 1862.....	12,082 40
Receipts for transportation of Government Freights in September, 1862.....	8,761 90
	<u>152,503 79</u>
	270,958 30

## DEDUCTIONS.

October, 1861.—Amount refunded for overcharges on freight.....	\$16 89	
Amount paid O. & A. R. R. Co. on through freight....	2,833 85	
Amount paid M. G. R. R. on through freight.....	1,251 74	
		\$4,102 48
Nov'ber, 1861.—Amount paid O. & A. R. R. Co. on through freight..	1,896 37	
Amount paid M. G. R. R. Co. on through freight.....	1,088 20	
		2,984 57
Dec'ber, 1861.—Amount paid O. & A. R. R. Co. on through freight..	2,805 47	
Amount paid M. G. R. R. Co. on through freight....	1,476 17	
		4,281 64
January, 1862.—Amount refunded for overcharge on freight.....	74	
Amount paid O. & A. R. R. Co. on through freight..	2,223 78	
Amount paid M. G. R. R. Co. on through freight....	1,467 17	
		3,691 69
Febr'y, 1862. Amount refunded for overcharge on freight.....	2 30	
Amount paid O. & A. R. R. Co. on through freight..	1,290 03	
Amount paid M. G. R. R. Co. on through freight....	523 04	
		1,815 37
March, 1862.—Amount paid O. & A. R. R. Co. on through freight..	205 27	
Amount paid M. G. R. R. Co. on through freight....	212 75	
		418 02
April, 1862.—Amount refunded for overcharge on freight.....		437 47
May, 1862.—Amount paid R. F. & P. R. R. Co. for use of cars....	17 46	
Amount paid O. & A. R. R. Co. on through freight..	190 38	
		207 84
August, 1862.—Amount paid O. & A. R. R. Co. on through freight.....		5 70
Sept., 1862.—Amount refunded for overcharges on freight.....	4 89	
Amount paid O. & A. R. R. Co. on through freight..	26 34	
		31 23
		<u>17,976 01</u>
Total freight receipts.....		<u>252,982 29</u>

## STATEMENT X.

*Condensed Statement of the Business of the Virginia Central Railroad for the year ending September 30, 1862.*

Miles run by Virginia Central Passenger Trains . . . . .	97,436
Miles run by " " Troop Trains . . . . .	23,313
Miles run by " " Freight Trains . . . . .	71,900
Miles run by " " Material Trains . . . . .	17,211
Miles run by " " Wood Trains . . . . .	4,510
Miles run by " " Ballast Trains . . . . .	88
Miles run by " " Ditching Trains . . . . .	1,355
Miles run by " " Construction Trains . . . . .	28
Miles run by " " Extra Trains . . . . .	13,591
Miles run by " " Engines Switching Cars . . . . .	10,250
Miles run by " " Engines assisting Freight Trains . . . . .	172
Miles run by " " Mountain Engines assisting Passenger Trains . . . . .	1,050
Miles run by " " Mountain Engines assisting Freight Trains . . . . .	616
Miles run by " " Mountain Engines assisting Extra Trains . . . . .	262
Total miles run by all Virginia Central Engines and Trains . . . . .	241,812
Miles run by Virginia Central Passenger Cars . . . . .	455,960
Miles run by " " Baggage Cars . . . . .	142,776
Miles run by " " Freight Cars . . . . .	471,619
Miles run by " " Cars with Troop Trains . . . . .	224,145
Miles run by Orange and Alexandria Passenger Trains between Gordonsville and Charlottesville . . . . .	8,030
Miles run by Orange and Alexandria Freight and Material Trains between Gordonsville and Charlottesville . . . . .	3,234
Total number of miles run by Orange and Alexandria trains on this road . . . . .	11,264
Total number of miles run by Engines and Trains . . . . .	253,076
Number of Passengers carried westwardly in Central Trains . . . . .	237,142
Number of Passengers carried eastwardly in Central Trains . . . . .	198,953
Total number of Passengers carried both ways in Central Trains . . . . .	436,095
Way Passengers carried westwardly . . . . .	235,967
Way Passengers carried eastwardly . . . . .	196,350
Total number of Way Passengers in both directions . . . . .	432,347
Passengers carried one mile in cars . . . . .	26,788,953
Average number of miles travelled by each passenger . . . . .	61
Number of Passengers per mile of road . . . . .	2,231
Average number of Passenger Cars in each Train, including Baggage Cars . . . . .	8
Average weight of Passenger Trains, exclusive of Passengers and Baggage, in tons . . . . .	108
Average weight of Passenger Trains, including Passengers and Baggage, in tons . . . . .	138
Freight carried westwardly, in tons . . . . .	32,340.69
Freight carried eastwardly, in tons . . . . .	21,645.48
Total amount of Freight carried both ways, in tons . . . . .	53,986.17
Through Freight carried westwardly, in tons . . . . .	624.42
Through Freight carried eastwardly, in tons . . . . .	150.15
Total amount of Through Freight carried in both directions, in tons . . . . .	774.57
Way Freight carried westwardly, in tons . . . . .	31,716.27
Way Freight carried eastwardly, in tons . . . . .	21,495.33
Total amount of Way Freight carried in both directions, in tons . . . . .	53,211.60
Freight hauled one mile, in tons . . . . .	3,435,287
Average miles each ton of Freight was carried . . . . .	63 1/2
Tons of Freight hauled per mile of road . . . . .	277

## COST PER MILE RUN BY ALL TRAINS, IN CENTS.

For repairs of track and bridges, masonry, &c.	42.21-100
For repairs of buildings and water stations	1.15-100
For repairs of locomotives and cars	27.85-100
For repairs of shops, tools and machinery	1.15-100
For Engineers, Firemen and Cleaners	9.42-100
For Conductors, Baggage Masters and Brakemen	8.78-100
For fuel for Engines	7.24-100
For oil, tallow, grease and waste	2.07-100
For stock killed, and lost and damaged goods and baggage, and injuries to persons	2.17-100
For miscellaneous expenses, including telegraph and legal expenses, printing, advertising, and incidental expenses for trains	5.08-100
For agents and clerks at stations	6.65-100
For labor, loading and unloading freight, and attendance at stations, pumping water, &c.	12.30-100
For general expenses, including insurance against fire, salaries of executive officers, &c.	6.24-100
For tax on passengers and freight paid to the State	18.02-100
For repairs of Confederate States engines and cars, and engines and cars for other roads	2.68-100
Total expenses per mile run by all Virginia Central trains	153.01-100
Maximum cost of repairs of engines per mile run, in cents	117.77-100
Minimum cost of repairs of engines per mile run, in cents	1.45-100
Average cost of repairs of engines per mile run, in cents	15.09-100
Cost of repairs of freight cars per mile run by freight trains, in cents	25.29-100
Cost of repairs of passenger cars per mile run by passenger trains, in cents	5.57-100
Total cost of maintenance of machinery, including new rolling stock, charged to expenses, repairs of tools, machinery, &c., per mile run, in cents	29.01-100
Gross receipts per mile of road in operation	\$5,262 35
Nett receipts per mile of road in operation	\$3,304 35
Per cent. of expenses to gross earnings	36.6-10
Cost of maintenance of way, including bridges, buildings, &c., per mile of road in operation	\$562 06
Cost of maintenance of machinery per mile of road, including new rolling stock charged in this account	\$359 49
Cost of conducting transportation per mile of road	\$650 66
All other expenses	\$334 50
Total expenses per mile of road in operation	\$1,906 71
Earnings from Passenger Trains per mile run, in cents	778.18-100
Earnings from Freight Trains per mile run, in cents	351.85-100
Earnings from Passenger and Freight Trains combined per mile run, in cents	597.22-100
Gross receipts per mile run by all trains, including those of Orange and Alexandria railroad between Charlottesville and Gordonsville, in cents	401.52-100
Nett receipts per mile run by all trains, including those of Orange and Alexandria railroad between Charlottesville and Gordonsville, in cents	215 09-100
Number of miles of road in operation during the year	195
Total earnings	\$1,016,157 77
Transportation expenses, including taxes, &c.	\$371,809 96
Nett earnings	\$644,347 81

## CHARACTERISTICS OF THE VIRGINIA CENTRAL RAILROAD.

Length of main line of road between Richmond and Mechum's River Station the point at which the Blue Ridge Railroad commences, is . . .	107.0939 miles.
Length of the Blue Ridge Railroad, from its commencement at Mechum's River to its terminus at Waynesborough . . .	16.8104 miles.
Length of the main line from the terminus of the Blue Ridge Railroad at Waynesborough to the terminus at Covington . . .	81.0761 miles.
Total length of main line between Richmond, in Henrico county, and Covington, in Alleghany county, including the Blue Ridge Railroad, is . . .	204.9804 miles.
Length of single track laid on the Virginia Central Road, exclusive of sidings and turnouts, is . . .	178.5769 miles.
Length of single track laid on the Blue Ridge Railroad, exclusive of sidings and turnouts, is . . .	16.8104 miles.
Total length of single track laid, including the Blue Ridge Railroad, and exclusive of sidings and turnouts, is . . .	195.3873 miles.
The length of sidings, turnouts and switches laid, is . . .	16.3000 miles.
The total length of equivalent single track, adding the length of the sidings and turnouts, is . . .	211.6873 miles.
Length of road at Western terminus, unfinished, viz: from the Jackson's River Station to Covington, is . . .	9.5931 miles.
In addition to the unfinished road as above stated, there is 1.4865 miles of heavy work unfinished between the 176 and 178 mile Stations, including the crossing of a ravine 165 feet in depth. This work is now passed round by a temporary location, 1.6405 miles in length, (being 813 feet longer than the permanent location,) with a maximum grade of 308 feet to the mile, and a minimum curvature of 400 feet radius.	
The total length of road unfinished, including this portion, is . . .	11.0796 miles.

## NUMBER AND LENGTH OF TUNNELS.

### BLUE RIDGE RAILROAD.

	Length.
1. Greenwood . . . . .	535½ feet.
2. Brooksville . . . . .	764 feet.
3. Little Rock . . . . .	100 feet.
4. Blue Ridge . . . . .	4,262 feet.
Total . . . . .	5,661½ feet.

### VIRGINIA CENTRAL RAILROAD.

5. Millborough . . . . .	1,303 feet.
6. Mason's . . . . .	303 feet.
7. Coleman's . . . . .	353 feet.
Total . . . . .	1,959 feet.

Total length of tunnels on both roads . . . 7,620 feet.

The numbers commence with the first tunnel going west and continue progressively westward.

## GRADIENTS, ALIGNMENTS AND ELEVATIONS OF THE VIRGINIA CENTRAL RAILROAD.

	<i>Length.</i>
The sum of the ascents (going westward) is . . . . .	3,890.88 feet.
The sum of the ascents (going east) is . . . . .	3,479.32 feet.
The whole ascent and descent overcome is . . . . .	7,370 feet.
Which is an average per mile of . . . . .	39.17 feet.
The maximum grade (going west) is . . . . .	83 feet.
For . . . . .	1.5 miles.
The maximum grade (going east) is . . . . .	72 feet.
For . . . . .	14.08 miles.
The sum of the straight lines is . . . . .	109.52 miles.
The sum of the curved lines is . . . . .	78.5 miles.
The whole number of degrees of curvature is . . . . .	11,027.49 degrees.
The average degrees of curvature per mile of the curved part of the road is . . . . .	140.12 degrees.
The average degrees of curvature per mile of the whole road is . . . . .	58.36 degrees.
The maximum radius on the main line is . . . . .	19,100 feet.
The minimum radius on the main line is* . . . . .	576 feet.
For . . . . .	0.12 feet.

This does not include the temporary track west of Millborough; the maximum grade on which is 308 feet to the mile, the minimum curves 400 feet radius.

## GRADIENTS, ALIGNMENTS AND ELEVATIONS OF THE BLUE RIDGE RAILROAD.

The sum of the ascents (going west) is . . . . .	954.16 feet.
The sum of the ascents (going east) is . . . . .	187.51 feet.
The whole ascent and descent overcome is . . . . .	1,141.67 feet.
Which is an average per mile of . . . . .	67.91 feet.
The maximum grade (going west) is . . . . .	75 feet.
For . . . . .	4.21 miles.
The maximum grade (going east) is . . . . .	72 feet.
For . . . . .	1.56 miles.
The sum of the straight lines is . . . . .	7,907 miles.
The sum of the curved lines is . . . . .	8,903 miles.
The whole number of degrees of curvature is . . . . .	2,461.25 degrees.
The average degrees of curvature per mile of the curved part of the road is . . . . .	276.50 degrees.
The average degrees of curvature per mile of the whole road is . . . . .	149.50 degrees.
The maximum radius on the main line is . . . . .	5,730 feet.
The minimum radius on the main line is . . . . .	546 feet.
For . . . . .	0.14 miles.

\*This curve is at a depot. The minimum radius on the line where trains run at full speed is 716 feet for 0.14 miles.

## A LIST OF OFFICERS,

*Agents and Employees on the Virginia Central Railroad, September 30, 1862, with their compensation.*

Edmund Fontaine, President	salary per annum,	\$3,000 00
Wm. Overton,	Directors appointed by the Board of Public Works.	
Jacob Baylor,		
Samuel Carpenter,		
Nathaniel B. Hill,		
John R. Woods,	Elected by the stockholders.	
Pay of Directors, \$4 per diem during actual service.		
H. D. Whitecomb, Chief Engineer and General Superintendent,	salary per annum,	\$3,000 00
G. S. Netherland, Master of Transportation	" "	1,500 00
John Garrett, Treasurer	" "	2,500 00
C. J. F. Netherland, Assistant Treasurer	" "	1,200 00
C. W. Hunter, Clerk in Treasurer's office and General Ticket Agent	" "	800 00
W. F. Adcock, Clerk in Treasurer's Office and Ticket Agent at Richmond.	" "	800 00

## FREIGHT AND TICKET AGENTS, LABORERS, ETC.

Stephen Hunter, General Freight Agent at Richmond	salary per annum,	\$1,500 00
R. D. Tyler, Assistant	" "	1,200 00
Robert L. Wiley, Assistant	" "	900 00
John Tyler, Receiving Freight Clerk at Richmond	" "	600 00
W. H. Lowry, Copying	" "	360 00
L. D. Sizer Delivery	" "	600 00
James Briers	" "	600 00
18 slaves in depot at Richmond	wages per day,	1 12
3 slaves in offices at Richmond	" "	1 12
1 Night Watchman at Richmond	wages per night.	1 50
5 Night Watchmen at Richmond (extra)	" "	1 50
J. D. Christain, Station Agent, Hanover Court House, by contract, including all labor		800 00
F. J. Duke,	and Telegraph Operator, Junction, salary per an.	600 00
John W. Phillips,	Beaver Dam, by contract, including all labor	950 00
J. T. Bumpass,	Bumpass, commission of 5 per cent. on freight and passengers.	
S. C. Talley,	Frederick's Hall, by contract, including all labor	900 00
W. A. Talley,	Tolersville	400 00
A. W. Talley,	Louisa Court House, by contract, including all labor	900 00
J. A. Whitlock,	Trevillian's	450 00
A. J. Gooch,	Gordonsville	700 00
	Is allowed an Assistant at	250 00
J. E. Huckstep,	Lindsey's	150 00
Jacob Williams,	Cobham	300 00
L. Bremond,	Keswick	200 00
L. Bremond,	Shadwell,	200 00
James Minor,	Charlottesville, by contract, including all labor,	1,200 00
M. McKinney,	University, commission of 5 per cent. on local tickets sold.	
Wm. T. Barrett,	Ivy	300 00
J. Y. Goode,	Mechum's River	400 00
James Bruce,	Greenwood	300 00
J. S. Wallace,	Waynesboro'	400 00
P. Smucker,	Fishersville, including all labor	375 00
W. A. Burke,	Staunton	800 00
C. Dull,	Swoope's	300 00
James M. King,	Craigsville, including all labor and sawing wood for trains	300 00
H. A. Goodloe,	Goshen	300 00
J. B. Moore,	Millboro'	400 00
C. M. McKlwee,	Jackson's River	500 00
3 white laborers at country depots	wages per month.	25 00
1 Watchman at country depots	wages per night.	1 00
25 slaves at country depots, not furnished by contract—average cost per day		1 00



## TRAIN DEPARTMENT.

J. L. Jones,	Passenger Train Conductor	.	.	wages per month.	70 00
Thoms P. Moody,	" " "	.	.	" "	70 00
John H. Richardson,	" " "	.	.	" "	70 00
John H. Woodward,	" " "	.	.	" "	70 00
C. S. Anderson,	Accommodation Train Conductor	.	.	" "	70 00
4	Baggage Masters	.	.	" "	45 00
3	Freight Train Conductors	.	.	" "	55 00
4	" " "	.	.	" "	50 00
2	Material Train Conductors	.	.	" "	60 00
15	Engine Runners	.	.	" "	80 00
1	" (yard)	.	.	" "	70 00
6	Firemen and Cleaners, (white)	.	.	wages per month.	25 00
1	" " "	.	.	" "	45 00
19	" " slaves and free colored	.	.	average	" "
3	Brakemen, (white)	.	.	" "	30 00
4	" " "	.	.	" "	35 00
34	slaves and free colored	.	.	average	" "
					25 77

## MACHINERY DEPARTMENT.

N. E. Wildman,	Master Machinist	.	.	" "	120 00
J. R. Chiles,	Master of Car Repairs	.	.	" "	100 00
Joseph Hall,	Master Smith	.	.	" "	100 00
B. G. Warthen,	Clerk	.	.	" "	60 00
12	Machinists	.	.	average wages per day.	2 75
5	Apprentices	.	.	" " per month.	25 00
8	Smiths and Boiler Makers	.	.	" " per day.	2 37
2	slave Smiths and Boiler Makers	.	.	" "	1 25
22	Car Builders, Painters, &c.	.	.	" "	2 05
5	Car Inspectors	.	.	" "	1 50
10	white Laborers in shops	.	.	" "	1 50
13	colored Laborers in shops	.	.	" "	1 00
1	Watchman at shops	.	.	average per night.	1 62½
2	" " (extra)	.	.	" "	1 50

## ROAD DEPARTMENT.

Wm. G. Richardson,	Road Master	.	.	salary per annum.	1,200 00
D. G. Bibb,	Assistant Road Master	.	.	wages per month.	70 00
16	Section Masters	.	.	" "	37 50
2	Foremen Road Carpenters	.	.	" "	60 00
1	" " "	.	.	" "	45 00
2	Road Carpenters	.	.	wages per day.	1 75
2	" " "	.	.	" "	1 50
1	Road Mason	.	.	" "	2 00
2	Tunnel Watchmen	.	.	wages per month.	25 00
3	Bridge Watchmen	.	.	" "	25 00
2	" " "	.	.	" "	20 00
2	" " "	.	.	wages per night.	1 00
10	" " (extra)	.	.	wages per month.	20 00
223	Slaves, (75 or 80 of whom were carried off by the enemy in April and May,) average cost per day, including all expenses	.	.		88

## MISCELLANEOUS.

B. H. Warthen,	Clerk to General Superintendent	.	.	salary per month.	75 00
W. B. Dabney,	Tonnage Clerk	.	.	" "	66 67
John A. Netherland,	Store Keeper	.	.	" "	75 00
L. D. Lowry,	Yard Master	.	.	" "	60 00
1	Telegraph Operator in General Superintendent's office	.	.	" "	50 00
1	" " at Beaver Dam	.	.	" "	40 00
1	" " at Frederick's Hall	.	.	" "	35 00
1	" " at Gordonsville	.	.	" "	20 00

## REPORT OF COMMITTEE ON ACCOUNTS.

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VIRGINIA CENTRAL RAILROAD,  
*Richmond, Virginia, November 27, 1862.*

The undersigned, Members of the Committee, charged with the duty of examining the books and accounts of the Treasurer, respectfully report :

That they have carefully performed that task ; that, in doing so, they have looked to all the books of the office containing charges for expenditures made by the Company, as well as moneys received on account of its operations.

Satisfactory vouchers were exhibited and are on file verifying the accuracy and propriety of each entry, and clearly establishing the results set forth in the accompanying Annual Reports of the Treasury and Transportation Departments.

The books and papers of the office are all systematically arranged and neatly kept ; and for their diligence, skill and fidelity in the discharge of their trusts, the Treasurer and his Assistants deserve our warmest commendation, and possess our entire confidence.

After a thorough examination of all the books, transfers and calculations, embracing an aggregate of more than a million of dollars, we discovered but few errors, all of which were corrected in time for the Treasurer's report.

Respectfully submitted.

B. H. MAGRUDER,  
JOHN WOOD, JR.,  
DAVID J. SAUNDERS.  
DAVID ANDERSON, JR.,  
R. M. KENT.

## REPORT OF ROAD COMMITTEE.

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TO THE STOCKHOLDERS OF THE VIRGINIA CENTRAL RAILROAD COMPANY:

Appointed at the last annual meeting of the Stockholders members of the Committee to examine their road, we submit the following report:

That part of the road, between Staunton and Milborough, is in very good order, though but little work has been done on it since the early part of summer. Soon after that part of the track was laid it was ballasted, hence its firm condition.

At several points on the road between Charlottesville and Gordonsville, and also, between Tolersville and Frederick's Hall, the track is uneven and the iron mashed in consequence of want of firmness in the road bed, it being mostly unballasted.

We earnestly recommend that a part of the income of the road be set apart yearly to ballast the roadway either with stone or gravel, as may be most convenient, being fully satisfied that, by pursuing such a course, the iron now on the road, with some small renewals, may be made to last several years longer without much additional expense. On a firm road much heavier freight trains can be transported with less *wear* both to the road and machinery.

A considerable part of the road has been ditched. Much remains to be done, and with the greatly reduced force it cannot be accomplished before winter sets in.

Many crossties will be needed next year.

We were gratified to find the road smoother and in a better condition than we expected, after the greatly increased transportation both of passengers and freight during the past wet season, evincing unwearied energy and industry in those having it in charge.

Mr. Whitcomb, General Superintendent, and Mr. Richardson, Roadmaster, accompanied us, and politely furnished every comfort and convenience for making the examination.

R. H. NELSON,  
BENJAMIN WOOD.

NOVEMBER 15, 1862.

# BY-LAWS

OF THE

## VIRGINIA CENTRAL RAILROAD COMPANY.

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1. The organization of the Executive Departments of the Company shall consist of the President and Directors, as provided by law, a General Superintendent of Transportation, Principal Freight Agent, Road Master, Treasurer, and Chief Engineer, whose duties are set forth, and whose powers are limited by the following By-Laws.

2. Every officer of this Company shall be considered as holding his office for twelve months, commencing with the first day of January in each year, but to continue in office until his successor is appointed, subject to removal at any time by the appointing power. The regular period for election by the Board will be their first session after the annual meeting of the Company, at which time all the officers not elected by the stockholders will be appointed by them, except those hereinafter provided, (see Section 15;) and no new office is to be created, or addition to the present officers shall be made, except by the sanction of the Board of Directors.

3. The salaries of all officers not regulated by the stockholders shall be fixed by the Board of Directors, and paid monthly; but the per diem of the Directors may be paid whenever their accounts are presented, and the wages of laborers monthly. This section is not intended to prevent the Superintendent from fixing the wages of engine-runners and day laborers in the shop.

### PRESIDENT'S DUTIES AND POWERS.

4. The President shall hold a vigilant superintendence over all the works of the Company in progress, and over all the affairs and agents of the Company, and is invested with the power of removing any officer appointed under authority of the Board, whenever, in his judgment, the interest of the Company requires it. His action in any such case to be reported to the Board for their approval. If any departure from these rules, or any insubordination occurs, not requiring removal, the President must report the fact to the next meeting of the Board.

5. The President and Directors shall make a report to the stock-

holders, at their annual meeting, of the condition of the Company, the state of its works, the conduct of its officers and agents, and such other matters as they may deem expedient and proper.

6. A committee shall be appointed as soon after each annual meeting of the stockholders as is convenient, consisting of the President and two Directors, to be styled the Executive Committee.

#### TREASURER'S DUTIES AND POWERS.

7. The Treasurer shall make a report to the Board of Directors twenty days prior to each annual meeting, and oftener, if required by the Board, of the receipts and disbursements for the year, as well as a general report of the condition of the Company from the commencement, giving a detailed statement of the indebtedness of the Company, and the receipts from the different sources of revenue. Before entering on the duties of his office, he shall give bond and security, in the penalty of twenty thousand dollars or more, if required by the Board, payable to the Virginia Central Railroad Company, conditioned for the faithful performance of all the duties of his office, as Clerk and Treasurer; and the President and Directors shall have power to demand new security of him whenever they shall think proper to do so.

6. The books of the Company shall be balanced quarterly, viz : on the first day of January, April, July and October.

9. The Treasurer shall require the ticket agent at Richmond to pay over to him the proceeds of tickets sold every day as soon as practicable after the train has left, and the conductors to pay their daily collections on the cars on their arrival. Settlements must be made with the ticket agent, by reference to the tickets daily, if the Treasurer shall require it. Any unbankable money which cannot be disposed of in daily payments in the office, must be disposed of for bankable money by the Treasurer. The money of the Company, not necessarily remaining in his hands for the daily settlement of claims against the Company, shall be deposited in such of the banks as the President and Directors may order.

10. No money shall be drawn out of bank, except by the warrant of the Treasurer, countersigned by the acting President; and every warrant shall express on its face on what account it was drawn.

11. The Treasurer may settle any accounts for pay rolls, provisions, materials for ordinary repairs, and for other ordinary current expenses necessary for conducting the affairs of the road, upon their being certified to be correct by the President or the General Superintendent; but he shall not pay any other accounts which

have not been approved by the Board or the Executive Committee ; and all new subjects of expenses, *before being incurred by any officer of the Company*, must first receive the sanction of the Board or Executive Committee.

12. The Treasurer shall furnish a list of all officers and agents of the Company, with their names and pay, to be published in the annual report.

13. The Treasurer shall be allowed a sufficient number of clerks, to be determined by the Board, one of whom shall test the amount of money due on every way bill, whether for up or down freight, and charge the same to the agent, whose duty it is to collect it. He shall settle with the principal freight agent in Richmond at least once a week, and with the agents in the country at least once a month. He shall cause the way bills to be properly preserved, and also have the freight books so kept that the amount due for freight in money, received at or sent from each depot, may readily be known. In like manner he shall cause all passenger way bills and tickets to be tested, and the proper amounts charged, whether to agents of the Company, or connecting lines, so as to show the amount received, and the number of passengers arriving at or departing from each station ; the passenger tickets and way bills must be filed and preserved for the inspection of the examining committee.

14. All claims for purchases connected with the transportation department, or supplies for the road and shops, must be adjusted in the Superintendent's office before they are paid by the Treasurer, and claims on account of the construction of the road must be certified by the Chief Engineer. But all claims of a doubtful character, not under contract, or for purchases made, or services rendered by hands in the regular employment of the Company, must be submitted to the President and Treasurer before they are allowed or paid.

#### DUTIES OF GENERAL SUPERINTENDENT OF TRANSPORTATION AND HIS POWERS.

15. The duty of the Superintendent shall be, (subject to the authority of the President,) to direct the operations of the transportation department, to supervise the workshops of the Company, and the keeping the roadway in order by and through the Road Master. To ensure the efficient performance of his duties, he shall have the right to employ (with the power of removal) the following officers, viz : The master of car repairs, master machinist, master smith, and yard master in Richmond, all car inspectors, and other hands connected with the shops, all runners, firemen and brakemen of passenger trains, freight, material and gravel trains, and watchmen of bridges and tunnels, and conductors of material and gravel trains ; the removal of any *officers* to be reported to the next meeting of the Board of Directors, to whom there shall be the right of appeal.

16. It shall be his duty to supervise the conduct of road master, conductors of trains, and all depot agents and clerks ; and shall inspect the whole line at least once in thirty days, unless prevented by more important business. In case of misconduct or incapacity, requiring prompt action, he may suspend any officer under his supervision, with the approbation of the President, and make a temporary appointment until the next meeting of the Board. In the absence of the President, he may act himself.

17. He will be furnished such number of clerks as the Board think proper, and shall make out quarterly, within twenty days after the end of each quarter, a detailed statement of receipts and expenditures, compared with the corresponding period of the previous year ; and annually, twenty days prior to the annual meeting, he shall report to the President a detailed statement of the transportation expenses, under the heads of repairs of roads, repairs of engines and cars, train expenses, depot expenses and salaries, and any other information required by the President for the information of the Board.

18. He shall also require of the officers on the trains a report, and shall kept an account of all injuries to persons or property done by trains of the Company, with a statement of the facts and names of witnesses, so that when necessary, any case may be investigated by reference to the record.

19. The usual tables, showing the stock of engines and cars, materials, classification of business done by the Company, and any others required by the Legislature, shall accompany his annual report.

20. All sales of property of any kind must have the sanction of the Board of Directors or of the President.

#### DUTIES AND POWERS OF ROAD MASTERS.

21. It shall be the duty of the Road Master, with such assistants as the Board may allow, to keep the roadway, depots and water stations in proper condition, subject to such instructions as the General Superintendent may give.

22. For the efficient performance of his duties he shall employ and control, with the power of removal, all the section masters and road carpenters ; but in case he has to remove any section master, the fact must be reported to the next meeting of the Board.

24. He shall also hire the hands required for the repairs of road, purchase such quantity of wood for the engines as the General Superintendent may direct, and timber along the line of the road for repairs ; all of which must be reported to him.

PRINCIPAL FREIGHT AGENT IN RICHMOND.

24. He shall be responsible for the shipment and delivery of freight, and the collection of money due therefor in Richmond, all of which dues shall be considered as payable in cash, and will be allowed such number of assistants as, in the judgment of the Board of Directors, may be necessary. Before entering on the duties of his office, he shall give bond and security in the penalty of ——— thousand dollars or more, if required by the Board, payable to the Virginia Central Railroad Company, conditioned for the faithful performance of all the duties of his office as principal freight agent; and the Board of Directors shall have powers to demand new security of him whenever they think proper to do so. They shall also require bonds, with sufficient security, from all other officers of the Company who receive money. He shall require the collector of up freight to pay over to him his daily collections, and make settlements at least twice a week.

25. He shall pay over his daily collections to the Treasurer, including those made by the collector of up freight, and settle with him once a week, or oftener, if required to do so.

26. He shall also have copied into a book, to be kept in his office for public inspection, a distinct list of every article entered on the way bills, whether of freight sent from the depot in Richmond, or received there, with the amount of freight charged, preserving the original way bills to be delivered to the assistant Treasurer.

27. The principal freight agent shall hire such laborers for the depot in Richmond as the Superintendent may think necessary.

29. All the clerks and agents of the Freight Department in Richmond are to be subject to the authority of the principal freight agent, who may exercise the power of suspension and temporary appointment, as provided in Section 16, with the Superintendent of Transportation.

MEETING OF THE STOCKHOLDERS.

29. The general meeting of the stockholders, both annual and extra, shall be held at Richmond, unless otherwise ordered by a vote of the stockholders.

30. The annual meeting shall be held on the fourth Thursday in November, unless otherwise ordered.

31. The special meetings of the stockholders may be called whenever, in the judgment of the President and Directors, the interest of the Company requires it.



32. The meetings of the stockholders shall be organized by the appointment of a chairman, and shall be attended by the Treasurer of the Company, or such clerk *pro tempore* as they shall from time to time appoint; and in either case, by such additional clerk or clerks as may be necessary. The proceedings of each day shall be verified by the signature of the Chairman.

33. All proxies to represent stockholders at a general meeting shall be in writing, and signed by the person thus transferring the power; partnerships may sign in the name of the partnership, and the signature of either member of the firm shall be valid. No proxy shall be valid, given more than sixty days prior to the meeting of the Company. In order to effect the organization of the Company, a chairman shall be elected, who shall appoint a committee of three to examine the validity of the proxies and the number of votes they represent, which, with the votes represented in person, must constitute a majority of all the votes which could be given.

34. No proxy for individual stockholders shall pass free, going to or returning from the meetings of the Company, unless he is himself a stockholder.

35. The stock of the Company shall be transferred only on the books of the Company, by the stockholder in person, or by his attorney in fact, *according to such forms* as the President and Directors may prescribe; and the books of transfer shall be closed fifteen days previous to any general meeting.

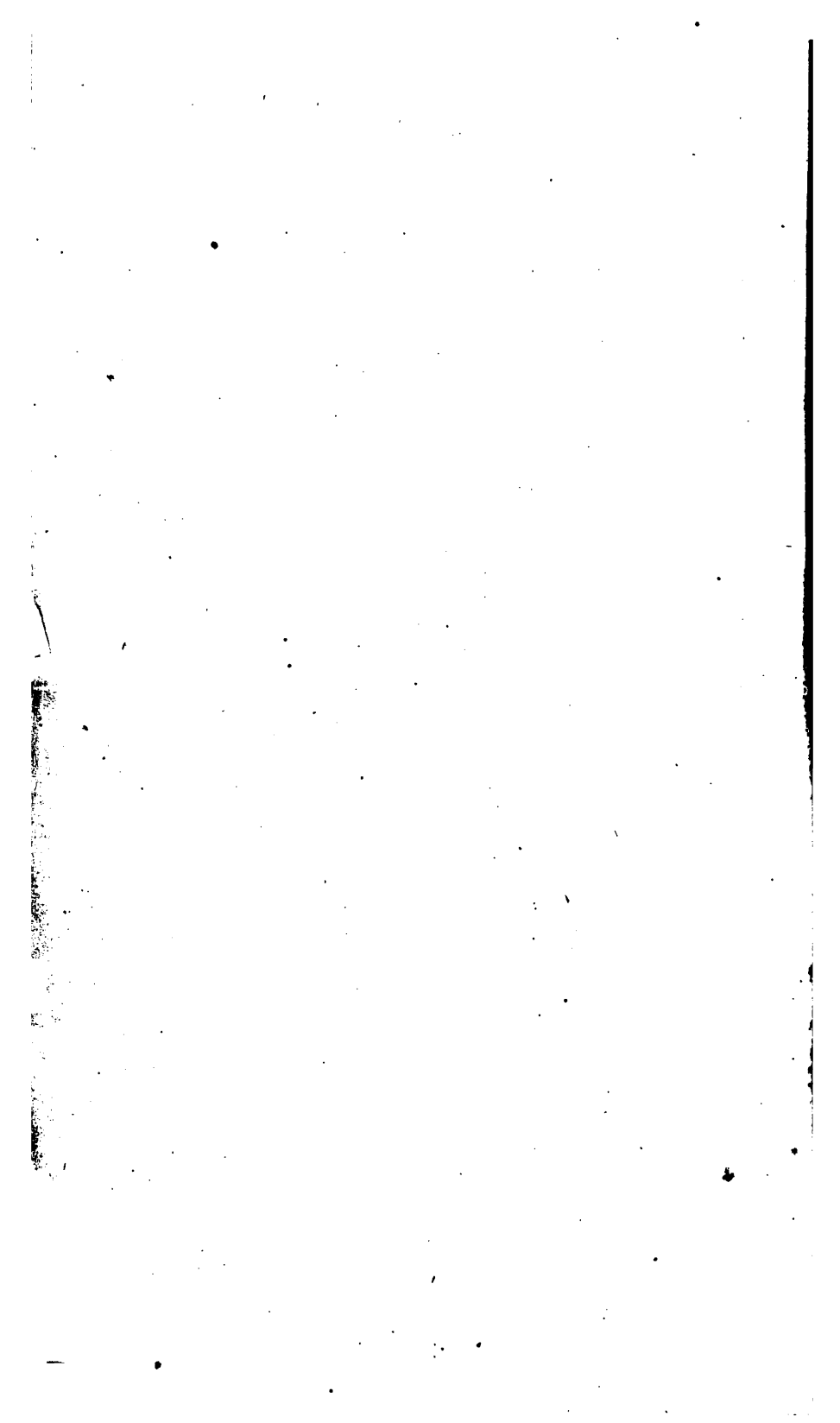
36. At each annual meeting of the Company, a committee of seven shall be appointed to examine the books of the Treasurer, and report to the next annual meeting. In the discharge of this duty any three of the committee may act.

37. There shall also be appointed at every annual meeting a committee of six, to examine and report on the condition of the road and the various works connected therewith.

38. The chairman of every annual meeting shall appoint a committee of seven, whose duty it shall be to examine the report of the President and Directors for the ensuing year, with the accompanying documents, and to report thereon to the next meeting of the stockholders immediately after the report of the President and Directors has been presented.

39. The President and Directors shall have power, from time to time, to adopt such additional by-laws, not inconsistent with the laws of the State and charter of this Company, as experience may show to be necessary and proper to be enforced, till the next annual or called meeting thereafter, and then to be laid before the stockholders for their approval or rejection.

40. The By-Laws of the Company shall be published annually with the proceedings of the annual meetings.



Gaylord Bros.  
Makers  
Syracuse, N. Y.  
PAT. JAN. 21, 1908

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